Autosport

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Italian Grand Prix: full story

Thruxton 5000 □ Access TT preview □ Italian Supercars

Autosport

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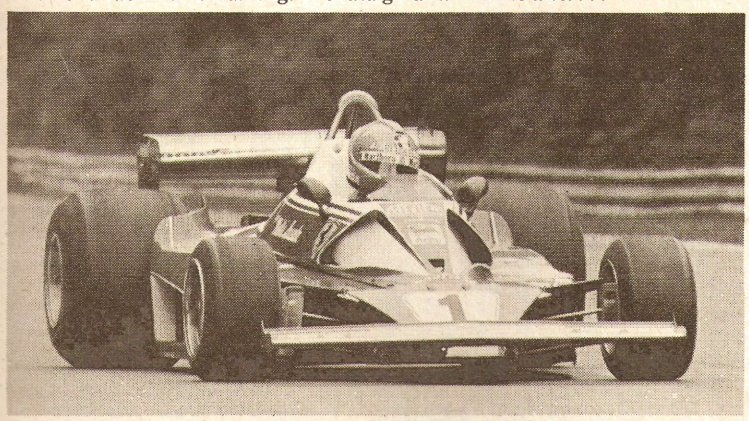
Niki Lauda's brave performance at Monza last Sunday on his unexpected return to the Ferrari cockpit put him five points clear of James Hunt, with three Grands Prix remaining. It could go down to the line. . . .



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Rules and the rulebook

Organizing bodies are often prone to quite remarkable understatement, but Pierre Ugeux, President of the CSI, took the cake last Sunday morning at Monza at his press conference. "The 1976 Formula 1 season has done nothing to improve the image of motor sport," he said. Too right. . . .

In this issue you can read all about yet another unsavoury wrangle which has marred Grand Prix racing, the farcical fuel row in Italy. Our *Pit & Paddock* report of the incident and its repercussions reveals that Marlboro-McLaren certainly have a case for their appeal, although they are aiming high indeed if they seriously aim to have the Grand Prix annulled. We expect their appeal to be rejected by the Italian tribunal, and the team to take the matter on to the CSI Court of Appeal. Now, that has a familiar ring to it, doesn't it?

At a special meeting in Germany, the CSI decided that it was their duty to revise the procedures of the Court of Appeal, which is motor racing's equivalent to the House of Lords in that it has the final word.

One of the changes is the institution of the compulsory exchange of files between all parties in contention, so that the Court of Appeal body itself and all parties have at their disposal the full cases involved. This was not the case at the Court of Appeal hearing at which Marlboro-McLaren's Spanish GP appeal was heard.

The next meeting of the Court of Appeal, on September 24, will examine Ferrari's case against the Marlboro-McLaren victory in the British GP. In addition, the Court of Appeal will — wait for it — "consider whether there is any reason or possibility of re-examining the earlier decision of the Court of Appeal regarding the Spanish GP" in the light of the new procedures.

Although we understand that a reversal of the Spanish GP decision is "extremely unlikely", the fact remains that the results of *three* of the Grands Prix held so far are still in some doubt.

While there is no doubt that much of the blame for this season's unfortunate controversies can be laid at the feet of the CSI, at least they are aware of the problem. In Milan just before the Italian GP, the CSI reaffirmed their intention to uphold the strict letter of the law in future. In fact, it was the express wish of the Formula 1 Constructors Association at the start of this season that the CSI do just that. Their first test was at Jarama; they failed it, because ultimately the decision taken at the time was reversed in the Court of Appeal. But if we do get a firm adherence to the rule book from now on, well and good.

The only problem is the rule book itself. It is vague and badly translated, and has been another cause of dissension all season. The CSI felt it their duty to revise procedures in the Court of Appeal; it is of far greater priority to undertake an immediate and complete revision, not only of the rules themselves, but also of the infamous FIA "Yellow Book". We urge the FIA to undertake such a revision without delay, for rules which are so absurdly open to interpretation cannot be strictly adhered to — even in the Court of Appeal.

next week

Our full report of the Access Tourist Trophy race at Silverstone, the penultimate round of the European Touring Car Championship in which the Leyland Cars Group 2 Jaguar is scheduled to make its long-awaited debut — More Ford versus Porsche on the Manx International, the Isle of Man's European Rally Championship qualifier — Will Rene Arnoux or Jean-Pierre Jabouille clinch the European Formula 2 Championship title at Nogaro? — Exclusive interview with Britain's "other" Grand Prix ace, Tom Pryce, plus the Tabatip Shadow DN8 in colour — ShellSport 5000 racing in the Oulton Park Gold Cup*.

cover picture

Jody Scheckter's Elf-Tyrrell leads the Italian Grand Prix at Monza last Sunday. Our report: page 14. Jody describes the race and his decision to leave the Tyrrell team: page 23. Photo: David Winter.

*These items were correct at the time of going to press.

Scheckter signs for Wolf Racing

South Africa's Jody Scheckter, who resigned from the Tyrrell Grand Prix team last week, announced his plans for the future last Tuesday.

It is an announcement which takes the racing world by surprise for it involves Scheckter joining forces with three other leading personalities to form an all-new racing team and to run a new, and as yet unbuilt, car in 1977 and 1978.

Walter Wolf — new owner.

The four people involved in this new racing partnership are: Walter Wolf — Austro-Canadian oil millionaire who is the owner of the new team; Peter Warr — former team manager with the World Championship winning JPS Lotus team who resigned this week to join the new enterprise; Harvey Postlethwaite — the talented young designer with a PhD in engineering who created the race-winning Hesketh car, and, of course, Scheckter as the team's lead driver.

Harvey Postlethwaite — ridin' on.

The new team will be known as Walter Wolf Racing and will be based in England. It will run in Wolf's personal colours of blue and gold with the Canadian flag motif. The new car will be called a Wolf-Ford V8.

The team will run Scheckter as its only driver — it will be a one-car team. New Zealander Chris Amon will race for Wolf in Formula 5000 events in America in 1977 and he will be available if required to assist in test and development with the new Formula One car.

Peter Warr — deserting Team Lotus.

Commenting on his new team Scheckter said, "For me this is the perfect combination of people. The whole thing is tremendously exciting and a great challenge. We're a new team taking on the establishment".

Scheckter went on enthusiastically to talk about the people. "Walter is a self-made man with a tremendous will to succeed in Grand Prix racing. He has the money that puts us on the same financial footing as the other leading teams.

"Peter Warr was with Lotus for 15 years and managed them through three world championship titles. He's a guy who really knows what putting a team together to win races is all about.

"I believe that Harvey is one of the great designers in motor racing. He's capable of building a car that can win the championship."

On leaving Tyrrell, Scheckter said, "Ken offered me a contract for 1977 and I spent a long time thinking about it before I turned it down. There were no arguments; no bad feelings. I still regard Ken as a good friend." On his time with Tyrrell Jody added, "After three years I felt the relationship was going stale. I was going as well as I ever would — and I needed to get better results. That's why I put this new team deal together. Ken taught me a lot in three years. I benefited from my time with the team. And in return I gave them four GP wins, scored 103 points for the team and drove the car as fast as it would go."

Speaking about the six-wheeler, the South African said, "I think Derek Gardner is a little disappointed with it. As yet it hasn't done many of the things it was expected to do. It's only as good as a good four-wheeler and it's quite complicated to drive. But with more development it will probably improve."

Jody Scheckter — big gamble.

On other offers, Jody said, "Yes, I did have offers from three other teams" and on money "Walter is paying me the going rate for the job which in fact turns out to be slightly less than one of the other offers I had."

Finally, Jody says he aims "To get this new car and our new team into the winners circle just as soon as possible."

Frank Williams — packing his bags?

Group 6 has World status again in 1977

At a press conference last Sunday morning at Monza, CSI President Pierre Uguex announced the CSI's decision about the immediate future of the two rival World status series for sports cars, the Group 5 World Championship of Makes and the Group 6 World Sports Car Championship.

The Group 6 series, which has been contested seriously only by a single Porsche 936 and a pair of Alpine-Renaults during 1976, will retain its World status for 1977. But unless manufacturer interest is revived during the course of the season, which is extremely unlikely, it will be abandoned for 1978 and replaced by a Group 6 championship bearing European status only.

This of course will leave Porsche free to concentrate on the "Silhouette" Group 5 series against BMW. Now that a decision has been taken which will almost certainly deprive the Group 6 series of its prestige, we might see a true World Championship of Makes next year with active participation from the two German companies and, it is hoped, Ferrari, Lancia and Ford.

We doubt that the 1977 Group 6 series will attract many entries of significance, although there are still plenty of open two-seaters around with both 2-litre and 3-litre engines, and a combination with the currently disastrous Interserie Championship could be on the cards.

Bob Evans — not at Oulton.

Evans doubt

"We definitely won't be at the Gold Cup at Oulton this weekend" said a disconsolate Bob Evans on Monday of this week. He was, of course, referring to the David Hepworth-owned F5000 M25 which he had been racing in the ShellSport 5000 races recently.

The team, with assistance from Alan McKechnie Racing and Alan Smith Engines, have been running the car on a very tight budget but their vintage five-year-old Chevrolet engine cracked a water pipe and eventually blew a piston, and they haven't a replacement.

Evans also thinks they may have to miss the final round as well which would be a great shame as this series now shows distinct promise with such combinations as the above competing.

Argentine GP on?

We understand that the Argentine Grand Prix, cancelled this year because of political unrest in Buenos Aires, will take place next year.

Emerson Fittipaldi apparently had words with Juan-Manuel Fangio recently, the latter assisting in organising the race, and there seems every reason to suppose the race will be back on as the curtain raiser to the 1977 World Championship season.

Ickx to continue

Mo Nunn told us earlier this week that Jacky Ickx would be continuing to drive his Ensign Formula 1 car for the remaining Grands Prix this year. He was happy at the way the Belgian has gone of late and hopes that Ickx will be at the wheel of his car in Canada, America and Japan.

As to the team's future with Tissot, the Swiss watch manufacturers, a decision will be taken later this week to see whether they will continue their association outside their European market.

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The John Player Special Mk III built by Lotus as the T.78. is press embargoed until the 8th October 1976

GHunt

JPS-78 for the Glen?

Reproduced above is a note from Peter Warr, who was the team manager of John Player Team Lotus during the Italian Grand Prix meeting last weekend. At Monza, Warr discovered that AUTOSPORT had in its possession some photographs of the new Lotus 78 testing at Snetterton, and hurriedly wrote this note in an attempt to stop us publishing them. In fact, nobody can slap an embargo on material which is not his copyright, so the Team Lotus missive had no binding on the magazine's publication or otherwise of the pictures. We informed Warr of this fact.

The photographs and the note provide confirmation, however, that the team has indeed been testing its new model, as we published on these pages last week. From the pictures in our possession, an engineer is able to deduce a great deal about the design of the car, which is advanced in many respects. For this reason, on the stroke of our deadline we received a personal request from Colin Chapman that we omit the photographs from this issue of AUTOSPORT. In view of the revealing nature of the pictures, and of the wishes of Team Lotus and their sponsor, we have decided to comply with that request. The same request has been made to other motor racing magazines, including all those published in Britain.

However, the date indicated on Warr's "embargo" seem to indicate that the new John Player Special Mk3 is scheduled to make its debut in the American Grand Prix at Watkins Glen on October 10.

$100,000 Club

Following a couple of attempts which have foundered, the organizers of the 16 Grands Prix which make up the Formula 1 World Championship have announced, via the CSI, their latest effort to find common ground needed to form an organization capable of offering sustained resistance to financial and other demands of the Formula 1 Constructors Association.

The organizers have already reached agreement with former Marlboro executive Pat Duffeler to head their new association. They have dubbed it "The Hundred Thousand Dollar Club" (referring to the bank guarantee which each organizer must put up as part of its agreement with the F1CA) until a more appropriate name has been decided upon. This should be next week, when the proposed members of the $100,000 Club will meet in Geneva to thrash out the details. Watch this space.

● With the first round of the IROC taking place at Michigan this weekend, the final line up of 12 drivers is: Richard Petty, A. J. Foyt, Johnny Rutherford, David Pearson, Buddy Baker, Mario Andretti, Jody Scheckter, James Hunt, Al Holbert, Al Unser, Bobby Unser and Gordon Johncock.

More F2 for Laffite

Apart from making his second Formula 2 outing of the year at Nogaro this coming weekend when the penultimate round of the European F2 Championship takes place, reigning European champion Jacques Laffite will also be taking part in the final race at Hockenheim a week later. Laffite's car this weekend will be one of Fred Opert's Hart-powered Chevrons while at Hockenheim, we understand that he will be seen driving the third Willie Kauhsen March-Hart 762 alongside Ingo Hoffmann and Klaus Ludwig.

The Kauhsen team, who missed the last round at Estoril because they had no cars in raceworthy condition, intend to run these cars at Nogaro this weekend for Hoffmann, Ludwig and either Jose Dolhem, Jean-Pierre Jaussaud or Francois Migault.

● Up and downs department! American Ted Wentz, current whiz kid in British Formula Atlantic races with his Swan Lager Lola and who drove the troublesome ATS F2 Lola with such vigour at the Brands Hatch Bank Holiday meeting recently has had his entry in the ATS car turned down for Nogaro this weekend. Apparently they can only start 22 cars and they already have 44 cars waiting to practice.

And now for something completely different: petrol

Theologians spend years in close study of the intricacies of the Holy Bible. Students of Grand Prix racing must similarly pour over the vagaries of the FIA "Yellow Book".

The controversy about the octane rating of the fuel used by the Penske and McLaren teams in last Saturday's Italian GP practice has focused everyone's bemused attention upon the appropriate passages about fuel, which occur mainly in the Green section, that is the Sporting Code, specifically Art. 255-n, Sect. 1. This article pertains to Groups 1 to 6 to be sure, and formula 1 is FIA Group 7 this year. The necessary correlation is found nowhere in the 1976 Bible, but was taken care of belatedly in May of this year by Bulletin No. 105, p9. This says that Art. 255-n (fuel) applies to cars from Group 7.

Right. The English language version, beginning on p201, starts out by defining the term "commercial fuel". This is to be considered to be "...a 'motor' fuel produced by an oil company and currently distributed at road refuelling stations throughout one same country."

Paragraph two says that participants in "speed races" may use "... all commercial fuels of the country in which the event takes place, with no other additive except that ... which cannot increase the octane number."

The two paragraphs under that says in whole: "May also be used, under the same conditions, any commercial fuel(s) which — in France, Germany, Great Britain and Italy — is (are) of the highest octane rating, according to the Research Method. If the above-mentioned fuel could not be easily imported into the country where the event is taking place, it may be replaced by another one of similar quality and with the same octane number (RM) — with a tolerance of +1 — specially made by an oil company."

The important point to be extracted would seem to be the allowance to use "commercial fuel" of the "highest octane rating in... Great Britain and Italy". This apparently allows Marlboro-McLaren to use in Italy a Texaco petrol available at pumps in Britain.

Texaco assured AUTOSPORT this week that normal five-star petrol available in Britain has an octane rating of 101.2, and that furthermore — following the recent allegations in the Italian press about Marlboro-McLaren fuel in Austria — they undertook to ensure that the lot of petrol that was manufactured in the company's Ghent, Belgium refinery and shipped to Monza was of this same 101.2 figure, and that it in all other respects complied with FIA regulations as he and Marlboro-McLaren's Teddy Mayer understood them.

When on Saturday evening the Monza Chief Steward, Sig. Roberto Causo, realized that the McLaren's fuel as taken from the team that morning had tested out at 101.6, he turned to the question of just what constituted "five-star petrol" in Britain. The answer was apparently that this was defined as 101 octane. In any case, a telex from the CSI was produced declaring that the limit for the Italian GP was to be taken to be 101.

The next day, a press conference called to explain the matter quoted sources from the Octel company, suppliers of lead to the petrol industry, that the highest octane to be found commerically in any of the four countries named in 255-n was 100.

Meanwhile Teddy Mayer had requested that the test be repeated in front of observers from both Texaco and Elf; the stewards declined.

All the angels seem to be dancing on the heads of two pins. First, the discrepancy between the results obtained by Texaco and the Monza testers; second, the discrepancy between what the CSI officials say is the rating of the fuel used in Britain, and what Texaco say they actually supply.

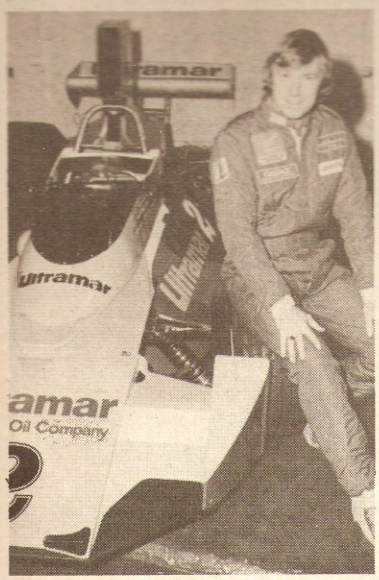
There is one further point that could be made. The paragraph which, in admittedly different circumstances, gives a tolerance of one more octane number; this could conceivably be used to show an intent of the rules makers to give a little tolerance to a limit that, at Monza, was applied with extreme severity.

However, even if Marlboro Team McLaren get the benefit of this doubt, there is one further hurdle to overcome. A final paragraph in the section quoted above establishes a requirement that, in the circumstances pertaining to the present discussion, the petrol company is to send to the race organizers a sample of the petrol to be used together with appropriate documents. The Monza officials claim this was not done.

The only way out of that that the legal layman can see is that the paragraph does not address any words to the matter of *when* the sample must be send. Inasmuch as, during the Saturday evening discussions, Teddy Mayer and Alastair Caldwell were invited into a closed room to discuss with the police the very serious matter of importing petrol to Italy (!) it might well be argued that bringing a quantity of petrol to the circuit together with the racing cars on the weekend of the meeting, and making it available for analysis — as was freely done — should be sufficient to meet the rule.

The testing (which, said the CSAI's Sig. Alberto Rogano, was done at the request of the CSI stewards) did not apparently extend to every team. The complete listing issued to us reads: Ferrari, 98.6; Tyrrell, 100.7; Lotus, 99.7; McLaren, 101.6; Ligier, 98.6; Penske, 105.7. This makes the penalties proposed all the more severe.

● A rumour that Ron Tauranac had been approached by Stanley-BRM to do the design work on their new F1 chassis turned out to be correct when we discussed it with Tauranac earlier this week, but he turned down the offer. We understand that the new BRM V12 bottom end which has been designed by Aubrey Woods features a five-bearing crank instead of the seven-bearing one previously used, and we also understand that the financial commitment of Rotary Watches, who have signed a three-year sponsorship agreement with Stanley-BRM, is a very considerable one, a six-figure sum per year. Apparently additional support for the new project, which is due to be fully announced before Christmas, comes from two prominent British trade suppliers (totalling £30,000).



Edwards poses beside his Ultramar-backed RAM Brabham.

Guy's G8 Brabham

Looking ahead towards next season, Guy Edwards and his Ultramar fuel and oil sponsors have come to an arrangement with John Macdonald's RAM Brabham team to run one of his ex-works BT44B Grand Prix cars in this weekend's forthcoming Gold Cup 5000 race at Oulton Park.

The RAM Brabham will be in Ultramar's blue and yellow livery which it will retain for the final race of the ShellSport series at Brands Hatch at the end of October. Driving the other RAM Brabham in the final two races, having shown growing promise with sensible drives in the previous two races, is Andy Sutcliffe.

● What odds on Ron Dennis's F2 team next year appearing in red and white colours once again?

● A little more spice from Monza. Ferrari asked for a staggered grid (as at Monaco and Long Beach,1-1-1). Their reasons for doing so are puzzling, although it would have put the Penske and the two McLarens well on the way back to Parabolica! In any case, the organizers turned down the request, having consulted with several of the leading drivers.

Moët winner

The AUTOSPORT/Moet et Chandon Competition for the Italian Grand Prix attracted another big entry, with James Hunt your favourite to win, and Regazzoni next on the votes list followed by Peterson, Watson, Reutemann, Scheckter, Pryce and the rest; 15 drivers were mentioned. The winner was Mark Scanlon of Manchester, who had Ronnie to win at 120.50mph (his actual speed was 124.124mph, so you readers were not so close this time!). Congratulations, Mr Scanlon, your Magnum is on the way.

The next Grand Prix will be held at Mosport Park in Canada on October 3, and we require your entries (on a postcard please to AUTOSPORT Editorial, Regent House, 54-62 Regent Street, London W1A 2YJ) to reach us by October 1 at the latest. For your guidance, the event was not held in 1975, but in 1974 Emerson Fittipaldi, in cold and dry conditions, won at 117.52mph; no actual changes to the circuit have been made since then.

● Following their excellent win at Thruxton last weekend, the Brian McGuire team generously donated £25 to the marshals who were attending the post where John Wingfield was killed during the ShellSport 5000 race.

John Wingfield

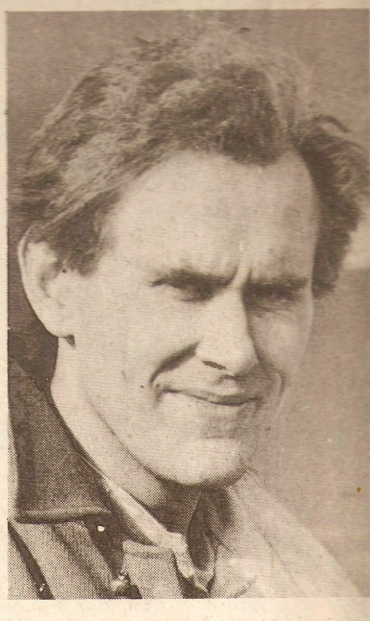
John Wingfield, who was killed driving his F2 Ralt in the 5000 event at Thruxton last Sunday, was best known for three seasons of competition in the European Formula 2 Championship, during which he established a reputation as one of the leading privateers driving Brabhams.

Wingfield, who was born in Windsor, Berks, was 33 years old and a bachelor. He became interested in motor sport in his late teens, competing in autocross, autotest and trial events. His first race came in March 1963, when he drove a Ford Anglia in a Goodwood saloon event, and John continued with 1172 Formula cars (Convair and Tornado). He progressed via a TVR, U2 Mk5, Elva Courier and Deep Sandersons (the 501 and 601) to establish himself as a fiercely competitive club driver, and became very well known in British circles with a U2 Mk8 in the Clubmans Formula, in which he competed with his brother Peter. When Peter was killed six seasons ago at Croft — in an ironically similar accident, hitting a marshal's post — John withdrew from racing for a while, but returned at international level in 1972.

With ex-Peter Westbury Brabhams, John became a consistent qualifier in European Formula 2 Championship rounds over the next three seasons and scored many strong finishes against the works opposition, although actual race victories were confined to British club events. Having campaigned BT21A, BT30, BT36 and BT40 Brabhams, he purchased the first Ralt at the beginning of last season intending to contest the Championship series once again, but the costs of remaining competitive as a self-financed privateer finally became prohibitive and he did most of his racing on British circuits. The winner of amny *Formule Libre* events in recent seasons (he was the Silverstone *Libre* champion in 1975), John scored his last victory only last June at Brands Hatch in one of the MCD Group 8 events.

By profession, John was a management consultant and a business partner of Gerry Marshall. He was known as one of the safest drivers in the sport, and had not had any kind of accident for at least four seasons, which makes the Thruxton incident all the more inexplicable. To his mother, and to Gerry, we extend the sympathy of AUTOSPORT's staff and readers. An enigmatic and highly individual character, John Wingfield was the kind of personality motor sport can ill afford to lose.

The funeral will be held next Monday (September 23) at Woking Crematorium in Surrey.



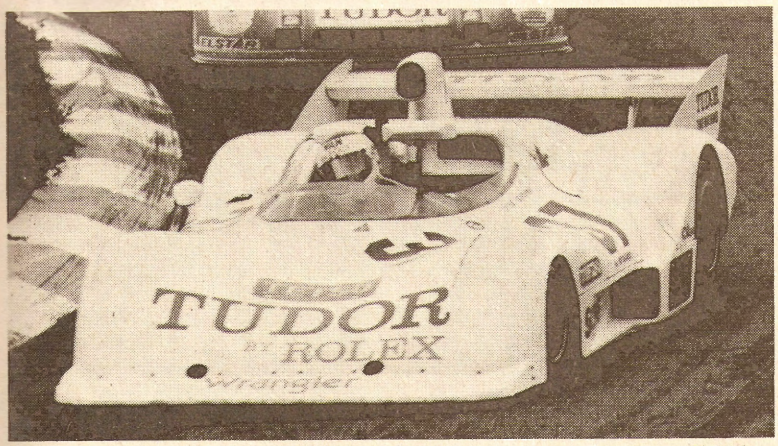
John Wingfield — an enthusiast.

Flammini for F1?

Although his Formula 2 performances towards the end of this year have been a little disappointing, we hear that Maurizio Flammini's Italian Scaini battery sponsors are keen to back him into Formula 1 next year.

What price a deal with March? At this stage and with Ronnie Peterson leaving, it's difficult to say. One thing is clear, March Engineering are particularly anxious to secure the services of a potential Grand Prix winner, someone along the lines of Carlos Reutemann although not necessarily the Argentinian who, if Ferrari only send two cars to Canada and America, may well find himself out of work.

catchpole



Tetsu Ikuzawa pushes his GRD-BMW on towards victory at Mount Fuji last week.

Tetsu comes in from the cold

The 3rd round of the Fuji Grand Championship sports car series took place at the Fuji Speedway in Japan on September 5 and, if Noritake Takahara won again, he would have retained the title he captured last year as Grand Champion. But Kazuyoshi Hoshino, with his March-BMW 74S, and Masahiro Hasemi, with his March-BMW 76S, had returned to the series after an absence so nobody could really say who would win.

Both practice days were held in wet conditions, although Hoshino was able to take the eventual pole on Bridgestone slick tyres, having set his 1m 18.91s just before the rain started on the first day. Although the track dried sufficiently for everyone to get in reasonable quick times later on, no one was able to officially better Hoshino's pole time although Tetsu Ikuzawa, in his GRD-BMW S74, clocked a 1m 18.60s in an unofficial session. However, Tetsu had to make do with his official 1m 19.70s and so he started from row three behind Kunimitsu Takahashi's March 74S (1m 19.52s). Partnering Takahashi on the second row was the young rising Japanese star Kenichi Takeshita who recorded a 1m 19.41s in his March 74S while Takahara kept Hoshino company on the front row, electrical troubles having hindered him despite a 1m 19.19s.

Those in trouble were Hasemi whose brand new March 76S was suffering from a poor engine and he was only 11th fastest (1m 19.69s) while the Alpine-Renault A441 driven earlier this year by Bob Evans and now by Yoshifumi Kikura, was uncompetitive in the Japanese driver's hands.

By contrast to practice, race day was dry with a clear sky and no threat of rain at all. Takahashi immediately took the lead, leading the 20 car field into the first tight right hand corner chased by Ikuzawa, Hoshino and Takeshita. However, Takahashi's lead didn't last long for he pitted with a vibration that upset the car's handling, losing two laps.

This put Hoshino into the lead, having overtaken Ikuzawa although the latter hung on well. Meanwhile the expected progress of Takahara wasn't happening as he found himself being led by the promising Takeshita for the first 20 laps. Then the youngster touched another car and spun off the road, dislodging the nosecone which forced him into the pits.

Now Takahara set his sights on Ikuzawa but before he could do anything about the GRD, he picked up a left rear puncture and had to pit. So with just five laps of the 55 lap race remaining, it looked to be Hoshino's race for he had a 7s lead over Ikuzawa. But it was not to be for he too picked up a puncture, this time the left front, and the pit stop to change it cost him a lap and dropped him to 6th place.

So who should find himself about to win his first race in Japan for *nine* years but Tetsu Ikuzawa, his last win on home ground being the 1967 Japan Grand Prix when he drove a Porsche 910! Second, over 46s behind was Naohiro Fujita (Chevron-BMW B23) followed by Hasemi, Yasuhiro Okamoto's Mazda Wankel 13B-powered Sigma GC74 and Fumiyasu Satoh (March-BMW 74S), these being the only cars on the same lap as the winner.

EUROPEAN GT (G4) CHAMPIONSHIP

	Driver	Nat	Nurburgring	Osterreichring	Norisring	Misano	Monza	Imola	Hockenheim	Points
1	Toine Hezemans*	NL	20	20	20	—	20			80
2	Helmut Kelleners	D	15	—	12	—	12			39
3	Reinhard Stenzel	D	10	—	15	—	12			37
4	Tim Schenken	AUS	12	—	—	—	20			32
5	Angelo Pallavicini	CH	—	—	9	15	9			31
6	"Tambauto"	I	—	—	—	20	10			30
7	Franz Konrad	D	—	10	6	10	—			26
	Gianfranco Ricci	I	—	9	—	12	6			26
9	Hartwig Bertrams	D	8	12	—	—	—			20
10	Bob Wollek	F	—	15	—		—			15
	Klaus Ludwig	D	—	—	—	—	15			15

* 1976 Champion.

WORLD SPORTS CAR CHAMPIONSHIP (G6)

	Manufacturers	Nat	Nurburgring	Monza	Imola	Enna	Mosport	Dijon	Salzburgring	Points
1	Porsche	D	20	20	20	20	20	20		100*(120)
2	Alpine-Renault	F	—	15	—	2	15	15		47
3	Lola	GB	15	3	6	—	8	8		40
4	Osella	I	—	10	10	15	—	—		35
5	March	GB	10	1	3	12	—	—		26
6	Alfa-Romeo	I	—	—	15	—	—	—		15
7	Chevron	GB	—	—	—	—	10	4		14
8	Mirage	GB	—	—	—	—	12	—		12
9	BMW	D	4	4	—	—	—	—		8
	McLaren	GB	8	—	—	—	—	—		8
11	Cheetah	CH	—	—	—	—	—	2		2

* Best 5 out of 7 results count.

EUROPEAN VW GOLD CUP FORMULA SUPER VEE CHAMPIONSHIP

	Driver	Nat	Nurburgring	Mantorp Park	Zandvoort	Hockenheim	Nurburgring	Zolder	Silverstone	Hockenheim	Points
1	Mika Arpiainen	SF	—	20	—	20	20	20			80
2	Peter Scharmann	D	8	10	20	—	15	10			63
3	Kennerth Persson	S	20	3	12	12	10	—			57
4	Dieter Engel	D	10	12	15	2	6	6			51
5	Axel Plankenhorn	D	—	15	6	—	—	15			36
6	Bror Jaktlund	S	—	8	—	—	12	12			32
7	John Morrison	GB	6	6	—	8	2	—			22
8	Alexander Güttes etc	D	—	—	—	10	1	3			20

Arpiainen goes for FSV gold

Having won the latest round in the European Super Vee Gold Cup series which took place at Zolder on September 5, Finland's Mika Arpiainen, driving his regular Veemax, has moved himself further ahead in the series and, with a good showing this weekend at Silverstone where the penultimate round is taking place, Mika could become the second Finnish champion in two seasons, the other having been Mikko Kozarowitzky.

Arpiainen was on the pole and won the race, beating Axel Plankenhorn's ATS Lola by 3.5s. Bror Jaktlund, who builds Arpiainen's engines, was third in his self-built Jaktlund while Peter Scharmann, the man who has been pretty successful recently, started his German-built ToJ from near the back after problems in practice and pulled through to finish fourth. Scharmann has now moved to second in the championship and could overhaul Arpiainen if he won the final two rounds with the Finn featuring badly.

Before the Zolder race, Sweden's Kennerth Persson had been Arpiainen's nearest challenger but he was forced to retire his Meray Kaimann while Frank Lampe and Eje Elgh were also in problems with their Lolas.

Fifth was Manfred Trint (ATS Lola), followed by Dieter Engel (Kaimann), Josef Kaufmann (ATS Lola) and Alexander Güttes (Lola).

Pironi proves a point

Driving the all-conquering Ecurie Elf Martini Mk18, Didier Pironi had things all his own way yet again in the Formula Super Renault race supporting the Italian GP at Monza last Sunday.

Although Alain Cudini put the Equipe Danielson Elf Lola T410 on the pole, a fraction ahead of Pironi and the usual horde of similar Martinis, the 1976 FSR champion stormed into the lead at the start and pulled away during the 20-lap (72.08-mile) race to win with consummate ease. Cudini initially held second place but was hauled in by fellow Martini men Dany Snobeck (BP Racing) and Jacques Coulon (Motul Nogaro), and after both had passed him he dropped it at the first chicane.

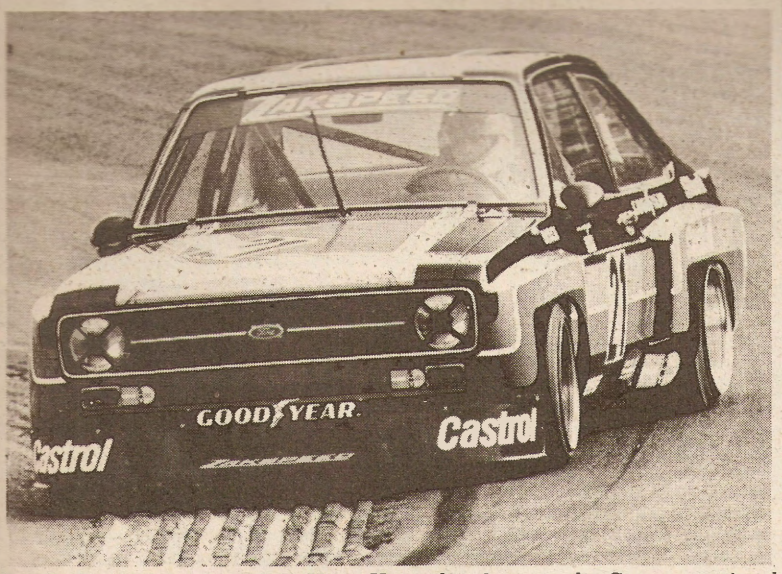
There was a close struggle for the lesser places behind Snobeck, a Martini train (consisting of Christian Ethuin for Motul Nogaro, Serge Saulnier for BP Racing, Richard Dallest for Elf and Marc Sourd for Antar), all precariously led by Yves le Strat in the second Danielson Lola. However, the Lola driver left the fray along with Cudini and, after Coulon's gearbox packed up midway through the race, Dallest fought his way up through the gaggle to take third place only 1.8secs behind Snobeck, who was 9.6secs behind the cruising Pironi at the end.

Sourd, setting fastest lap at 1m 57.5s (110.42mph), was only half a second behind in fourth and towards the end Ethuin and Saulnier were dropped, finishing fifth and sixth respectively also half a second apart. Pironi took 41m 8.4s for the race, winning at an average speed of 105.13mph.

It's Schafer

Hard to imagine with such a large national meeting taking place at the Nurburgring, but the final round of the German Formula 3 Championship was held elsewhere at Ulm-Mengen which is one reason why both the 'Ring F3 race and Ulm had sparse grids.

However, Bertram Schäfer was able to take his Ralt-BMW RT1 to its customary win on home ground, thereby becoming the new German F3 champion. Schafer beat Marc Surer's KWS Autotechnik Chevron-BMW B34 into second place.



For the second year running, Hans Heyer has become the German national champion driving a Zakspeed Ford Escort. It's the seventh time in the last eight years that Ford have won the series.

Heyer and Schenken

The penultimate round of the German national "GT" series took place on the Nurburgring loop (which encompasses the North and South Curves) last Sunday and, despite being beaten by Klaus Ludwig's Zakspeed Ford Escort RS in the smaller 2-litre division, Hans Heyer (as ever driving a similar car) scored enough points to make his lead at the top of the table unassailable and therefore becomes the new German champion and recipicant of the Bilstein Trophy.

There was reason for British-race fans to cheer as well for British-domiciled Australian Tim Schenken scored his third win in two weeks for the Georg Loos team by taking the honours in the over 2-litre division, despite a late challenge from Leo Kinnunen's similar car.

Starting with the smaller division first, this turned out to be one helluva race between the Zakspeed cars of Heyer and Ludwig together with the BMW 2002 of Jorg Obermoser and Albrecht Krebs.

Heyer was on the pole at 55.4s, 0.2s faster than Ludwig with Obermoser and Werner Schommers (in another Zakspeed car) next up. Krebs had had engine problems with his BeeEm during practice but the Schnizter team built him up a new motor overnight which went like a rocket and, according to some reports, produced over 300bhp!

Ludwig led the first lap from Obermoser, Heyer and Krebs. Two laps later Obermoser led, then Heyer and then Krebs. During the early stages of this 44 lap (62 mile) event, the dicing was excellent although as the laps ticked by, the Zakspeed cars gradually eased clear thanks to their superior handling through the faster corners.

So Ludwig went on to win, pipping Heyer by 0.8s while Obermoser and Krebs were next. Then came Schömmers chased by Jorg Denzel's GS Tuning BMW 2002 and Armin Hahne, younger brother of former F1 and F2 driver Hubert Hahne, who was driving the third "works" Zakspeed Escort RS for the first time.

The Opel team didn't fare terribly well by comparison to the others. They entered just one car for Walter Rohrl which, after problems in practice, broke a valve during the race.

In the larger division, again a seperate 44-lap event, Reinhard Stenzel was on the pole with his Max Moritz/Jagermeister Porsche 934 Turbo at 53.4s; a time equalled by Schenken's Loos/Tebernum example. Helmut Kelleners was next in the second Moritz car on 53.5s, 0.1s ahead of both Toine Hezemans and Kinnunen in their respective Loos and Egon Evertz Porsche Turbos. As for Bob Wollek, he was a little further down in 8th place, having had injection problems during practice with the Kremer Porsche Turbo. The Frenchman was also suffering from influenza which didn't help matters for him much.

Stenzel led the first lap chased by Schenken, Hezemans, Wollek (a good start), Kelleners and Kinnunen. A lap later, Hezemans pushed passed into the lead although in many ways, the Dutchman was lucky to have started the race.

Apparently he'd blown the clutch practising a burn-out an hour or so before the start while taking part in a pit stop challenge which the Loos team were having against the Kremer team (*a la* F1). True to the form shown at recent F1 races, the stop was a shambles because Hezemans couldn't get a gear to be able to pull away. The incident didn't go down too well with team-manager Loos who had to try and pursued the organisers to delay the start while the mechanics changed the clutch. Fortunately Loos was successful.

Anyhow, Hezemans was now leading, a position which he held for five laps before a tyre started to deflate. Coupled to the fact that he was still experiencing clutch problems, Hezemans slowed up and eventually retired to the pits.

Back to the front went Stenzel but his lead didn't last long for a belt broke on the alternator and he was out. All this put Schenken to the fore with quite a handy lead and it looked likely that he'd stay there until the end.

However, Kinnunen was beginning to really motor now for he'd passed both Wollek and Kelleners and started to close in on the leader, setting fastest lap at a remarkable 52.6s as he closed to within 3.7s of Tim at the flag.

Wollek was an excellent third, 11s down and ahead of Kelleners while Edgar Doren and Jurgen Neuhaus completed the top six in their non-turbocharged Porsche Carreras, Doren beating Neuhaus once again.

Pearson gets one . . .

David Pearson and Cale Yarborough have been the recent winner's in the Winston-sponsored NASCAR Grand National Championship trail, Pearson taking his 9th win in 16 starts when he won the Southern 500, the 22nd round of the series, which was held at the Darlington raceway in Southern Carolina last Monday week (September 6). Darlington is the grand daddy of all NASCAR tracks.

Pearson started his familiar Woods Brothers-prepared Purolator-backed Mercury from the pole, eventually winning the 367 lap race around the 1.33 mile track by a couple of seconds from Richard Petty's STP Dodge.

Petty, who had qualified 8th fastest, had his work cut out near the end holding off Darrall Waltrip's Gatorade Chevrolet Chevelle and Dave Marcis in his K & K Insurance Dodge.

Lennie Pond's Coke Chevelle was next up, albeit two laps adrift while Richard Brooks (Truxmore Ford Torino) and Benny Parsons (National City Chevelle) were a further lap down.

Notable absentees from the front were Bobby Allison who qualified his Penske Mercury alongside Pearson (an all Mercury front row) only to run into problems and finish 9th, 12 laps down. Then there was series leader Cale Yarborough who retired his Holly Farms Chevelle on lap 307 with engine dramas, Buddy Baker who parked his Norris Ford Torino very early on (having qualified 3rd fastest) with a broken gearbox and Donnie Allison who, having another ride in A. J. Foyt's back-up Hoss Ellington-prepared Chevelle, featured in the leading bunch only to be forced out with a broken water pump.

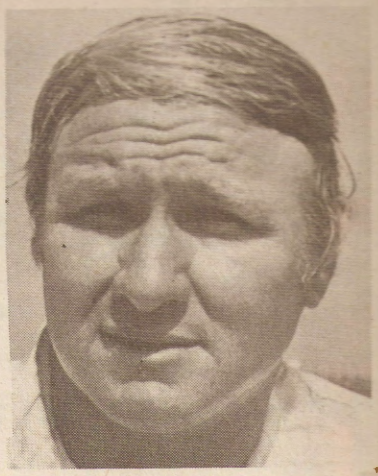
Easy for Andersson

Supporting the ADAC/Bilstein Supersport race at the Nurburgring last weekend was a poorly supported Formula 3 event which, with the final round of the German F3 series taking place at Ulm-Mengen, meant that a very sparse field of 15 cars attempted to entertain the large crowd.

The race was run in two 44-lap parts which, at 124.5 miles, made it one of the longest F3 races this year. Pole was shared jointly by German car constructor Ernst Maring in his Maco-Toyota and Sweden's Conny Andersson in his March-Toyota 763 at 33.0s. Just 0.1s behind them was Dane Jac Nellemann in his Modus-Toyota M1.

Andersson led the way at the start of the first heat and won comfortably. He did the same in the second part, although Maring stayed a little closer this year. Maring was next followed by Nellemann, Helmut Bross (Ralt RT1) and Gert Kölmel's ageing March.

Fastest lap went to Andersson at 52.8s, 97.66 mph, while Maring declared his retirement from racing after the event.



Cale Yarborough — hanging on.

. . . Cale too

Less than a week later, the NASCAR boys were back racing with each other again, only this time the venue was Richmond, Virginia, where 400 laps around a 0.542 mile track would be entitled the Capital City 400, the 23rd round in the 30 race series.

At the moment, the NASCAR race schedule is such that the competing teams are in the middle of an eight-race in eight weeks spell.

Having been forced into retirement the previous week and seeing Richard Petty score a hatful of points with his second place to David Pearson, series leader Cale Yarborough was no doubt particularly anxious that nothing should go wrong this weekend. It didn't and Cale took his 6th win of the season having qualified 6th on the grid.

However, Yarborough didn't have it all his own way for Bobby Allison gave him a hard race in the Penske Mercury and the Chevelle was only half a car's length ahead at the flag. It has been Allison's best run to date in a season which the driver has suffered two alarming crashes.

Petty, although hardly having seen the winner's rostrum this year, brought his STP Dodge home into third spot, although a lap down as was Darrall Waltrip's Gatorade Chevelle. Buddy Baker (NI Ford Torino) was next up, albeit a further lap down, while Lennie Pond's Chevelle (394 laps) and Dave Marcis's K & K Dodge (389 laps) completed the leading runners.

A notable retirement which, on reflection, didn't do his championship chances any good was Benny Parsons who, having qualified his Chevelle on the pole, fell off and crashed while leading the race on lap 103. As for the previous week's winner David Pearson, he didn't start as this was a short track event.

Championship positions

American Winston Grand National NASCAR Championship (leading positions): 1, Cale Yarborough, 3495 points; 2, Richard Petty, 3451; 3, Benny Parsons, 3344; 4, Bobby Allison, 3300; 5, Dave Marcis, 3060; 6, Lennie Pond, 3051; 7, Buddy Baker, 2805; 8, Richard Childress, 2754; 9, Darrall Waltrip, 2676; 10, J. D. McDuffie, 2574 pts, etc.

German Bilstein Trophy for G4 and '75 spec G2 cars (leading positions): 1, Hans Heyer, 140 points*; 2, Klaus Ludwig, 115; 3, Jorg Obermoser, 95; 4, Bob Wollek, 94; 5, Tim Schenken, 76; 6, Toine Hezemans, 70; 7, Helmut Kelleners, 69; 8, Reinhard Stenzel, 64; 9, Jurgen Neuhaus, 62; 10, Werner Schommers, 57 pts, etc.
*1976 champion.

Superstar prospectus

At last that Nick Brittan has said something that makes sense! Thank you for putting into perspective the "James Hunt — Superstar" story. It was time it was done, and Mr Brittan did it expertly.

Keep AUTOSPORT going — it's perfect as it is. And above all please maintain its pleasant little bias towards Britain/England/Scotland/Wales/N. Ireland!

WINDSOR, BERKS. PETER OWEN

PS: John Watson and Roger Penske *both* look better with beards!

Bank Holiday blues

In your *Editorial* (September 2) you asked British motor racing enthusiasts why they did not support the Bank Holiday meeting at Brands Hatch.

While you suggested two perfectly valid reasons for the low attendance, the overriding factor that kept myself and my friends away stems back to the Grand Prix in July. Never have I seen organisation for traffic dispersal generate such chaos!

We deliberately stayed behind to watch the cars being loaded into transporters, etc; we attempted to listen to the jazz band. (And, incidentally, has any poll been undertaken to see how many fans actually like jazz?) In short, we stayed at the circuit side until 8 o'clock in an attempt to let the majority of the crowd get under way.

We were still within the confines of the car park at 10 pm.

That is why, dear AUTOSPORT, I was not at the ShellSport 5000 European Championship meeting, and that is why I shall steer clear of that Kent circuit for all large meetings in the future until I hear that a little of my entrance money is spent on making an exit a little less arduous.

KIRKBY-IN-ASHFIELD, NOTTS. IAIN RODGER

Undercover?

I feel that I must stand against C. P. Glover's letter (*Correspondence,* September 9).

I must say that I am not a fervent motor racing man. In fact, I have only been reading your magazine for just over a year. But, from Mr Glover's letter, it seems that he is.

The point is that there were articles in the *Evening News* on the Brands Hatch Bank Holiday meeting, and in the Home Counties alone, the circulation must reach many motor racing fans, or just plain holidaymakers.

A motor racing fan of any standing must buy your magazine, and as I recall, in two of your issues earlier this year there was a calendar of all motor racing events in the UK.

The ShellSport 5000 championship round was a turning-point race. If Damien Magee didn't give David Purley a good going-over, then our David was probably going to go over the rest of the championship field. The APG FF2000 championship was also reaching an exciting stage, and any normal racing fan would have come to see those races alone.

Oh, yes. And who has ever heard of a set of rugby stands two and a half miles round?

HOUNSLOW, MIDDX. MARK SOLOMON

Aggro in the stands

I am surprised and concerned by the bitterness which seems to be entering into the views expressed by your correspondents concerning the relative merited publicity received by individual Grand Prix drivers.

Surely, it is to the benefit of the sport that supporters should be able, and indeed encouraged, to attach their loyalties to a driver of their own choice without attracting criticism to themselves on that driver.

If Mr Newman *(Correspondence,* September 9) is, as I read it, suggesting that supporters of James Hunt are lacking in intelligence, then I would suggest that it is from such comments that the full horror of modern football hooliganism developed. The essential aggression of motor racing must remain upon the track.

In recent months there has been pressure for the Grand Prix authorities and participants to look to their affairs, but perhaps the time has come for the supporters to undergo some soul-searching themselves.

FORMBY, LIVERPOOL. JOHN K. ROWLAND

A clear view?

I must reply to Ken Tyrrell's letter of last week. For such a great man, so respected by enthusiasts all over the world, I felt it wasn't quite fair to complain about the lack of "fan-mail". His brilliant idea of the "picture-windows" in the cockpits of the Tyrrell P34s has provided much enjoyment, and for spectators at slow hairpins, etc; where the thrill of the cars whizzing past is lacking, to see Jody "working", more than compensates.

Surely 19 letters is enough to show the gratitude of your magazine's readers, and it seems as if Ken Tyrrell is refusing to recommend these "picture-windows" out of spite, feeling no one is grateful. And please, if you don't tell the other teams that this idea is popular, at least continue it on your own cars.

HASLEMERE, SURREY. NICHOLAS OULTON

Out of the frying pan

Since Ken Tyrrell formed his Formula 1 team with cars bearing his own name (1970 Canadian GP, I think!), I have always admired and will continue to admire this team. Yet I fail to see what Jody Scheckter hopes to achieve by "doing-the-dirty" on Ken Tyrrell, the father of GP managers. How can he ever hope to get such a world championship chance as was offered to him by Elf Team Tyrrell?

Good luck with Ronnie and Patrick. Keep them together, Ken, then I'm sure we will see Tyrrell cars winning the championship and their drivers winning the crown. And to Jody — I'm sorry, but you have just lost a very dedicated fan.

WESTVILLE NORTH,
NATAL, SOUTH AFRICA. BRIAN MELMOTH

No guarantee

Regarding lack of spectators at meetings, may I express my opinion?

Does it really matter if you are standing up to your ankles in mud? Has no one heard of Wellington boots? Agreed, the food is expensive and really not edible, so why not take your own? The toilets are, as everyone will agree, pretty grim.

But, apart from the above, why do I stay away? Because I am not prepared to pay £2 or more to watch five races of which only one is of good standard. Even if the so-called "stars" appear, it does not guarantee close racing, which has been missing in motor racing of late. After the first lap sort-out, we are left with just a high-speed exhibition.

The remedy would be to reduce the number of formulae, which would give closer races with more competition in each. If this was to happen and each class of racing would be more interesting to watch, then perhaps we, the spectators, would return.

LONDON E17. JOHN PAYNE

Sparring partners?

It is very rare that I disagree with anything printed in AUTOSPORT, but I do not share the same views expressed by you in the Editorial of the September 2 issue.

The ShellSport 5000 series appeared to be a good idea when originally conceived and having watched two "processional" Formula 5000 races three years ago I though that this new championship could only be an improvement, the heavier 5000s against nimbler, lighter single-seaters with less power providing interesting and exciting racing. But until the August Bank Holiday meeting the grids weren't large and varied enough to supply this.

You ask why people stayed away, and to quote the Editorial, there was "a fascinating mixture of" various types of cars representative of the major Formulas. I don't disagree with this, the cars were varied types and should have provided an interesting and appealing race to the spectators (who didn't come in the expected large numbers). Why?

I think one major point did not emerge from the Editorial. As you quite rightly state there were numerous events that weekend, so the enthusiast can afford to be choosy as to which meeting he attends. But if spectators are to be attracted to the ShellSport 5000 series, then it must improve its status.

I think this is where the Brands Hatch meeting fell down. There were 47 cars entered, but cars don't make races. No matter how good the cars are they can only be competitive if the driver is. If motor-racing is to attract "casual" spectators as well as the enthusiasts then the promotion must be improved. You advise readers to study the grid, study it, and note that the majority of drivers are British Club racers, with a few foreign Formula Two drivers plus a couple of obscure foreign drivers. With a few exceptions these can hardly be regarded as "aces", and spectators are attracted to races by the "name" drivers present.

When the ShellSport 5000 series was announced AUTOSPORT said something to the effect that it would enable Grand Prix teams to "test" younger drivers under race conditions. I don't think this has happened at all.

Mention "motor-racing" to your average man in the street and he will reply "Formula One". The number of spectators will only be enlarged if the non-enthusiast can be attracted to attend race meetings. If more new Formula One cars, (not ex-works cast-offs), could participate in the 5000 series then more people would attend the races, because Formula One cars are what the non-enthusiast thinks of as "real racing cars". If only half-a-dozen works Formula One cars were entered in one race in the 5000 series, think what a race that would be. Or how about some of the 5000 meetings being held as supporting races to half-a-dozen of the European Grands Prix, with the Grand Prix non-qualifiers running in the 5000 race. The series is billed as the "ShellSport European 5000 Championship" and yet all, I'm sorry, the majority of the rounds are held in this country.

I think the idea of 5000 races acting as Grand Prix supporting events would be an appealing and rewarding one but these are only my opinions and I think if constructive thinking was done the ShellSport 5000 series could become a major international Formula. I would be interested to hear (through the correspondence page of AUTOSPORT) what other people think and what their reaction to the combined F1/5000 meetings would be (if it's favourable it may catch on!). Thank you for giving me the opportunity to express my views concerning the greatest sport in the world, and good luck to the greatest team, JPS-Lotus, you'll win a Grand Prix soon! Thanks for the best magazine available, AUTOSPORT.

ANDREW GRAVES, (age 17)
SHREWSBURY, SALOP

Then as now?

This week's nostalgic look into the past, to the pages of AUTOSPORT's issue of September 14, 1951, twenty-five years ago, first focuses on a lavish preview of the RAC Tourist Trophy race which was scheduled for 43 laps of the now defunct 7.4-mile Dundrod circuit in Ulster. New Jaguar XK120C cars were to run along with competition from "Ferrari, Simca and DB Panhard Continental representatives". Among the drivers photographed on the spread were Tommy Wisdom (driving a Jupiter) and Stirling Moss (Jaguar). Raymond Baxter's *Light Programme* reports were to include a preview, live progress reports, and a full report on *Sports Report* during the post-race evening. In the *Club News* section a hilarious report of the Abingdon "Annual" (not at the taxpayers expense in those days, of course) included an account of a three-legged race (after lunch); and "tilting the buckets" before the MG and Riley employees once again returned to their refreshment area.

Classic TT entry

Access

RAC Tourist Trophy

Jaguar versus BMW versus Ford versus Chevrolet versus Alfa Romeo: these are the prospects for a great Access RAC Tourist Trophy to be held at Silverstone over 107 laps of the Grand Prix circuit this Sunday. The race is a round of the European Touring Car championship for Group 2 cars, and in general, the BMWs run by the Belgian Luigi team have wiped the floor with mainly meagre opposition, but this time, the BMWs meet their match with not only the 99 per cent certain Jaguar appearance, but also a new G2 car from Ford for Tom Walkinshaw, four G2 Camaros including one for Stuart Graham hoping to get a Tourist Trophy hat trick, and two Alfetta GTs including one for previous ETC winners Amerigo Bigliazzi/Spartaco Dini. Couple this rivalry at the head of the TT with fine entries in both the Shellsport F3 round to be held on Saturday and the SuperVee European Gold Cup round held before the TT on Sunday.

But obviously the main interest is in the Access RAC TT. Two years ago, the TT lost its European Touring Car status, partially because the ETC itself didn't have much status. That year, it was won by Stuart Graham in a Camaro, and last year, when the race was run for Avenir cars, Graham won yet again. A victory this year would mean a hat trick for both Graham and his sponsor Faberge. Both have entries in the top echelons of the race for the entry leaves victory very wide open. While the BMWs, Chevrolet and Jaguar fill the over 3000cc class and have a good chance of overall victory, there are Capris in the next class down which could also do wonders.

But what of this tremendous entry. Luigi BMW, whose activities are described elsewhere, head the ten over 3000cc class because of their past record. Two cars should appear, those for Jean Xhenceval/Pierre Dieudonne/Martino Finotto and Hughes de Fierlandt/Claude de Wael/Umberto Grano while it is just possible that Gunnar Nilsson may join the team again.

But running at a definite number one for the race is the exciting Jaguar XJ12 to be driven by Derek Bell/David Hobbs/Andy Rouse. The car has completed the total race distance a number of times, with merely routine stops, and it seems the Jaguar will definitely be at Silverstone. Problems have been ironed out, the car's been extensively tested, and it seems that the team is confident. After the amount of testing that it's done, it should know its own way around the circuit.

The Jaguar at 5.3 litres is not the biggest car, for no less than four 5.7 Camaros are entered, three of them under the Zip-Up Stagings banner. Primary of these, of course, is that two-time winner Stuart Graham teamed up with Sweden's Reine Wissell, a formidable duo while others in the team are Rune Tobiasson from Sweden, Yvette Fontaine of Belgium, and Opel driver Brian Pepper. Another Camaro also appears for a Swedish duo.

There are, of course, more BMWs. Spa 24 Hours winners Jean Marie Detrin/'Chavan' have their 3.0 version to be shared with Michel de Deyne, all Belgian, and there are a couple of other 3.1 Belgian BMWs for Eddy Joosen/Pascal Witmeur and Bernard Carlier, although he may not appear after an accident at Zolder.

The 2001cc to 3000cc is much more British biased, and the main contender here is undoubtedly Tom Walkinshaw's Faberge/Team Castrol Capri II, a brand new G2 car this, built up by Bill Shaw and rumoured to be a fine contender for final honours. There are two other near G2 entries for Spa pairings Holman Blackburn and Belgian Rene Tricot in the UFO Jeans/Manns Garage version, and the Norman Reeves car for Brian Muir/Patrick Neve. Group One Capris appear for Spa class winners Gordon Woodman/Jonathan Bubcombe, John Markey and David Palmer have had the class pretty much to themselves in their Smith Kendon Travel Sweets sponsored Mazda RX3, and on this occasion, are joined by two other G2 Mazdas for Peter Slade/John Sheldon and Roger Bell/Wendy Markey, all running in a team. Daves Matthews and Brodie team up as reported last week to drive the latter's G1 RX3. Two other G1 entries are confirmed, those for Richard Lloyd/Tony Lanfranchi in Ottershaw Motors' Opel Commodore, and a DTV entry of a Vauxhall Magnum Coupe for Gerry Marshall and Australian saloon car ace Peter Brock.

The 1601cc to 2000cc class is just as interesting as the others, for there's a good mixture of BMWs, Alfa Romeos, Fords, Alfettas and Dolomite Sprints. Leyland Cars enter two Dolomite Sprints, basically G1 with close ratio gearboxes and twin Webers, for Andy Rouse/Brian Muir/David Hobbs and Chris Craft/Derek Bell/Andy Rouse so that should be quite a competitive team. But up against them are two G2 BMWs, the first a very smart 320 for Swiss drivers Peter Arm/Walter Brun and the 2002 for Germans Peter Ochs/Siegfried Muller, the current G2 champion. And then there's the Alfetta challenge in basically Autodelta cars, the main one for Vallelunga winners Amerigo Bigliazzi/Spartaco Dini and the other for Vittorio Ciardi.

Then of course there are Alfa Romeo GTVs for various Italians including Ugo Meloni (Avenir champion last year) and Romeo Camathias. And finally, the entry is really hotted up by the Derek McMahon who runs his G2 Escort RS1800 for Alec Poole and John Handley.

Main contenders in the 1301cc to 1600cc class are G2 versions of a Scirocco and a Celica, the former a very quick machine for German hillclimb champion Willi Bergmeister/Wolfgang Wolf and the latter for Hans Stukenbrock/Horst Bonefield but there are more Celicas in G1 form for Barrie Williams/Nick Weir and Win Percy/Brian Cutting plus an Avenger for a Belgian pair.

The final up to 1300cc class has three G2 cars for Belgian pairings in Fiat 128, Audi 80 and Datsun 120A joined by various British drivers in Alfa Romeo and Sud Tis, including Peter Hilliard, Leo Bertorelli, Bernard Unett (joining his normal RAC G1 opposition), Simon Kirkby, Rex Greenslade, Jon Dooley, Eddie Labinjoh, Malcolm Wayne, John Myerscough while there are more G2 Juniors in the reserve list.

However, the smaller classes may very important with huge speed differentials, for each car must do 125 per cent of average of the fastest three overall, and some of these smaller G1 cars may be hard pushed to do that. However, with a phenomenal entry of 60 cars fighting for a maximum of 44 places on the rolling grid, a fine race is assured while there are various trade competitions outside the overall victory with a team prize and a G1 modified prize.

SUPPORTING RACES

On Saturday the Formula 3 cars come out for 15 laps of the GP circuit to contest the final round of the Shellsport F3 series where Bruno Giacomelli leads Rupert Keegan by 15 points which will be difficult to make up. Both the Italian and BAF's racing director are entered for the race in March and Chevron respectively while others include Sweden's Torsten Palm (Ralt), Stephen South (March 763), Dick Parsons' Anson, Mike Young, Paulo Gomes and Brett Riley (Modus), Geoff Brabham, Ian Flux (Ralt) and Geoff Lees in the Chevron.

Racing starts on Sunday with 20 laps of the ultra competitive VW Gold Cup SuperVee series, this the European version of the VW championship and the only British round, to be run over 20 laps. There are over 50 entries from Europe coming over to fill 40 places on the phenomenal grid. If you don't mind being unable to pronounce the names of the drivers, then you should thoroughly enjoy these fast and exciting car sfrom all over the Continent. Last year's race at Silverstone for these cars left our reporter positively exhausted, and there's no reason why it shouldn't be the same again.

Finally, as it's the 40th Tourist Trophy, the BRDC have invited a field of International Historic sports cars to race over ten laps, cars that have competed in early TTs. Among these will be 250LMs, Aston Martin Zagato, a lightweight Jaguar E, various Listers, Maseratis, Lotus and Lolas.

- National again run their bus service from Northampton's Greyfriars bus station on Sunday, leaving at 10.45 am.
- A British Rail Merrymaker service will operate from London Euston, Watford Junction and Hemel Hempstead leaving Euston at 9.18 to connect with buses at Northampton, arriving back at 9.17 pm. Spectators should book in advance with the area manager at British Rail's Travel Centre at Euston or other stations with the Area Manager at Watford Junction.
- A special pits walk about has been arranged with the competitors on the morning of race to enable spectators to see Access TT cars close up.

Jean Xhenceval (above) is one of the current leaders of the European Touring Car Championship in one of the Luigi BMWs, below.

timetable

Saturday, September 18

09.00—09.45	Formula 3 cars (practice)
10.00—11.00	Access RAC TT cars, up to 2000cc (practice)
11.15—12.15	Access RAC TT cars, over 2000cc (practice)
12.30—13.15	Formula Super Vee cars (practice)
14.15—15.15	Access RAC TT cars, up to 2000cc (practice)
15.30—16.30	Access RAC TT cars, over 2000cc (practice)
16.45	**ShellSport International Formula 3 Race (15 laps)** (The Final Round in 1976 ShellSport Formula 3 Championship)
17.35—18.00	Historic Sports cars (practice)

Sunday, September 19

09.00—11.00	Pit Lane walk-about for holders of paddock tickets
12.00	**VW Gold Cup European Formula Super Vee Championship Race (20 laps)**
13.30	**Access RAC Tourist Trophy (107 laps)** (Britain's Round in FIA European Touring Car Championship)
17.15	**International Historic Sports Car Race (10 laps)**

Through the double-chicane "Variante Goodyear" go Peterson's winning Citibank March, the Elf-Tyrrells of Depailler and Scheckter, Regazzoni's Ferrari.

SuperSwede's Monza treble

Ronnie Peterson wins his third Italian GP, this time for March — Regazzoni (Ferrari) and poleman Laffite (Ligier) just behind — Superb performance by Niki Lauda — Both Tyrrells lead but fade towards end — Report: PETE LYONS — Photography: DAVID WINTER — Race data: ALAN PHILLIPS

Towards the end of the long three days, the Italian Grand Prix weekend seemed to have been going on forever. Then there was a sweet little pause in the confusion and controversy, and for 1½ hours we had the Italian Grand Prix itself. It was more than worth the trouble.

It started out with Jacques Laffite and the Ligier-Matra on pole. Jody Scheckter's Tyrrell-Ford was alongside, but Carlos Pace's Brabham-Alfa had qualified third (nearly a second quicker than Carlos Reutemann's Ferrari) and got a great start! The two twelves were together approaching the first chicane of the first lap, but Scheckter overtook both of them going in under the yellow flag. The six-wheeler held the lead for ten laps. At that point Ronnie Peterson, who had started eighth, worked his way to the front, and once there his March-Ford held off allcomers magnificently.

There were intermittent light showers of rain, which had the effect of expanding and contracting gaps between cars in endlessly fascinating combinations. Virtually unnoticed, the race officials tried to stop the race for a tyre change, but all but three drivers kept on racing obliviously. Positions were swapped and swapped again, and nearing the end the first six men were all running on the same part of the track. Nothing, however, was going to rob SuperSwede of his superb first victory in exactly two years, and on the eve of his leaving the team his March proved to be as reliable as it was fleet. Right on his tail at the end, though, was Clay Regazzoni, making a splendid (swansong?) defence of Ferrari's championship position, and hard on his tail was the still strongly challenging Laffite.

Hero of the meeting, however, was Niki Lauda, who had started a surprisingly competitive fifth and who never relaxed from racing speed right the way through. He beat Scheckter into fourth place finally by a tenth of a second. It is said that when he took off his helmet in the pits afterward his balaclava was soaked in blood where his healing burns had opened up. But the World Champion's reward was an increase to five in his points lead over James Hunt — who had gone off the road disputing a corner with Tom Pryce.

Both cars of the McLaren team, as well as the Penske, had been forced to start from the back of the grid after an extraordinary series of examinations and confrontations during practice had culminated in the Italian scrutineers deciding that both teams were using petrol of too high an octane number. The trio only started at all because three other teams withdrew. It was this sort of thing, plus the weather, that made it such a long, long weekend....

Every Italian's hero: Niki Lauda.

F1 WORLD CHAMPIONSHIP **ITALIAN GRAND PRIX** **13**

ENTRY & PRACTICE

What a riot of fun *this* one was. It would have been nice to think that the last race of the European F1 season could have been just a simple, good motor race, but that was obviously a naïve hope. Given all the other things that have gone wrong with Grand Prix 1976, and especially given the high feeling that has brewed up between the Italian Side and the English Side throughout the increasingly absurd controversies that have one by one made a ludicrous shambles of The World's Premier Formula, the Italian GP held at the *Autodromo Nazionale di Monza* could hardly have passed mildly.

With about an hour to go before the start it seemed good to give up trying to follow it all. Fuel grades; wing positions; airbox orifices; practice times; grid positions; alternate starters; background deals; team shuffles; press embargoes — it was just too much to keep track of. Much more sane to stroll out to the First Chicane — where The Accident was most likely to happen — and clamber up onto the lip of the old banking and settle oneself comfortably against the rail with notebook on knee and prepare to record whatever actual races were finally to be presented.

The sky was turning dull again. That had been the biggest *natural* problem about practice. All of Friday was in fact lost in heavy rain, the track so wet that the fastest of these drivers who finally took the plunge (Hans Stuck) was over 20 seconds and more than 20mph slower than the speed that was best in dry conditions. Thankfully the next day was dry, but that was when the new F1 practice programme introduced at Zandvoort two weeks before backfired. Everyone had to go into the 10am session completely "cold" with only one scant hour to sort the car and get a grid place. Anything achieved in the afternoon 1½ hours, while useful during the race, wasn't any good before the start of it.

The time available on Saturday morning was made even shorter by other factors. One was the circuit being still damp in places as the hour began, and indeed it was only in the last 30 minutes that the road was at its best. Then too there were more than the usual 1976 numbers of

having brought three different types.

Beyond these things were the trio of modifications to the Monza circuit, already badly handled by time. The "farm gate" chicane just past the pits was gone and instead there was a double chicane farther along, almost at the entry to the Curva once-Grande. That was an improvement, as the previous chicane had been awkwardly close to the start as well as being blind, narrow and silly. The four new changes of direction laid out between kerbing and catchfences and beds of sand were merely narrow and silly. On around the circuit, there was a further double change of direction on the approach to the double Lesmo bends. The intention of both the new restrictions was to slow the cars at points where they had been going flat out into very fast but confined corners. Grande, which had been easily if tinglingly flat, was now simply a curving acceleration path. The Lesmos were still corners calling for high-speed driving balance, the only thing missing here being the necessity to brake beforehand from high speed.

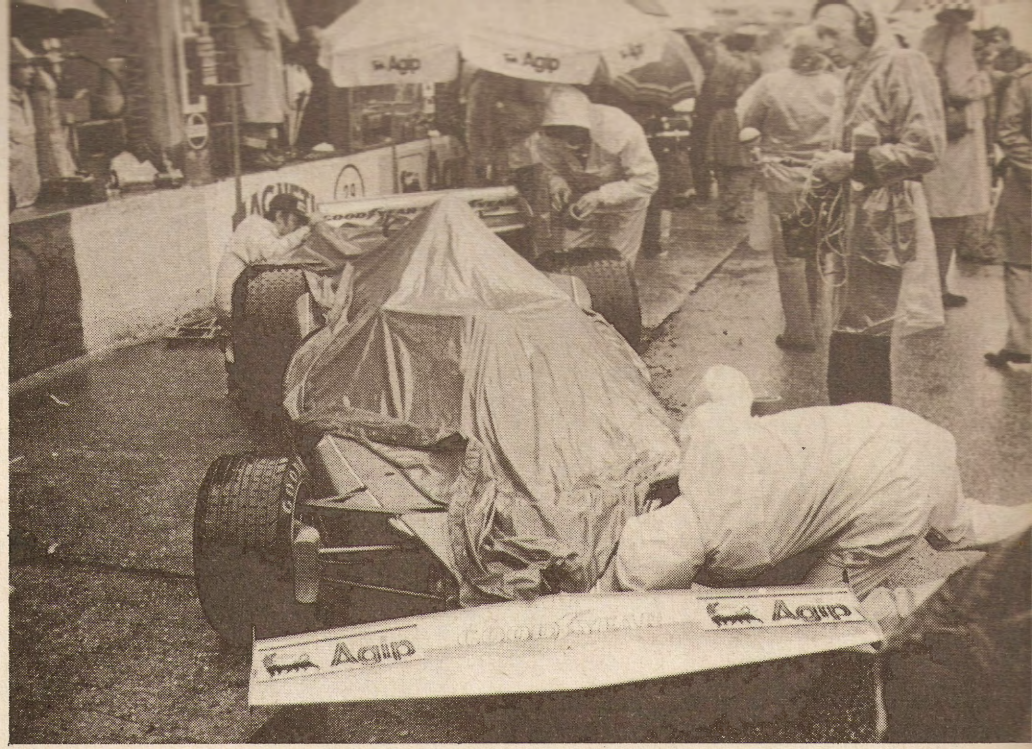
The effect of both restrictions was to add approximately 9 seconds to lap times, reducing the overall lap average speed from Lauda's 140-plus mph last year to Laffite's 128.02 now. That, and alter by quite a lot the pattern of the 3.6-mile lap so that any memories pertaining to lines, braking points, gear ratios or general handling balance were in many ways useless.

Of course it was "equal for everybody", but not everybody had come down to Monza the week before for testing. The Ligier-Matra Gitanes team had, and that certainly contributed to Laffite's excellent achievement of the French V12's first pole of the year.

The basic usual factors of ability of driver, car and team still came into it obviously, but more than usually the eventual grid positions were something of a lottery. Thus the patterns formed were rather novel and refreshing, and granted even less of a precognition than usual of how the race might turn out. Thus it is necessary to say that certain good positions might not mean very much, but before saying that it would be pleasant to point out how well certain drivers were showing up. Alessandro Pesenti-Rossi was not the slowest. Larry Perkins, whose team had come down to test at Monza on the Tuesday, was a good 16th fastest with his Boro. Gunnar Nilsson showed up somewhat better than this team-mate and Jochen Mass was not far behind his. The outstandingly courageous Niki Lauda was not only fifth on the grid, he was well ahead of *both* of his Ferrari team-mates.

It was interesting too to see the way Jody Scheckter, who had announced his decision to leave Elf Team Tyrrell — and whose chartreuse battle stripes had been stripped from the sides of his car! — was the faster six-wheeler driver and qualified on the front row a mere three hundredths short of pole. Also the way Carlos Pace, who had remained with Martini Brabham-Alfa Romeo, was nearly a second quicker than former team-mate Carlos Reutemann who had so suddenly joined Ferrari — although Reutemann was quicker after that hour than Clay Regazzoni. And Hans Stuck, who so far this year had gained disappointingly little distinction, was quickest March driver by far, and in the dry was sixth fastest overall.

Nobody brought any actually new cars to Italy, although Tyrrells had a spare made up of a handful of pieces of their Austrian shunt and called it the same machine — publicly. Under the glassfibre it said "5". Tried in untimed practice, it had very deep wing sideplates that went down behind the rear wheels nearly to the ground. Jody's race car had a 4½ins spacer behind the engine, while in practice Depailler's car had brackets on the rear uprights giving different geometry.



Rain stops no mechanic — especially a Ferrari mechanic at Monza.

Brabhams were using carbonfibre brakes once again on Pace's race chassis, extensive detail mods to mountings, discs and other fine details having given confidence that the fluid-boiling incident at Austria would not recur. This car also had a centre-pivot wishbone rear suspension as tried in Holland but retained this time, the need being a revision to the rear geometry achievable no other way.

The Tissot-sponsored Ensign had its long-awaited new rear suspension of simpler layout. The Durex Surtees was trying Marelli ignition, while Hesketh's (who were winners of the week-end's pit stop competition) had fitted rows of brushes rather than the more common plastic side skirts. By and large, though, the 31-strong entry was as seen before.

For some reason Loris Kessel had thought it worthwhile to bring along an ageing Williams, but he was not allowed to practise and the car served no other purpose than to pose for sponsor pictures in front of the paddock fence. Lella Lombardi was on the list as well with a Brabham, but nothing was to be seen of it.

The 29 drivers who actually practised, trying for the 26 grid positions available, included Otto Stuppacher, back for another try with his 007 Tyrrell. This time he was allowed to run it on the track, if "run" is the right word; he was somewhat off the pace.

Of the serious contenders, Arturo Merzario had the least success for he just could not get his Wolf-Williams going. There was a problem, fairly widely reported along the pit road, of not being able to get the tyre compounds hot enough to work properly. Frank Williams was openly disgusted with Merzario's "coming back to the pits every five laps to complain", and even when there arose the first suggestion that troubles further up the line might open up a grid place he declared there was no point and withdrew the team.

Brett Lunger, back after a meeting's hiatus, found himself three quarters of a second out of being able start the race (as originally gridded). "I wish I hadn't missed Zandvoort," he said unhappily, but there was more wrong than rustiness, for late in the Saturday timed session it was discovered that he had been given rear tyres of two different compounds, and even though he had "the best engine I've ever used" he couldn't compensate for the handling imbalance.

Guy Edwards was the lucky 26th initially, despite going off course and dinging his suspension. His injured wrist scarcely enjoyed that, and when it transpired the next day that other drivers had greater need of his grid place he gracefully offered to step down.

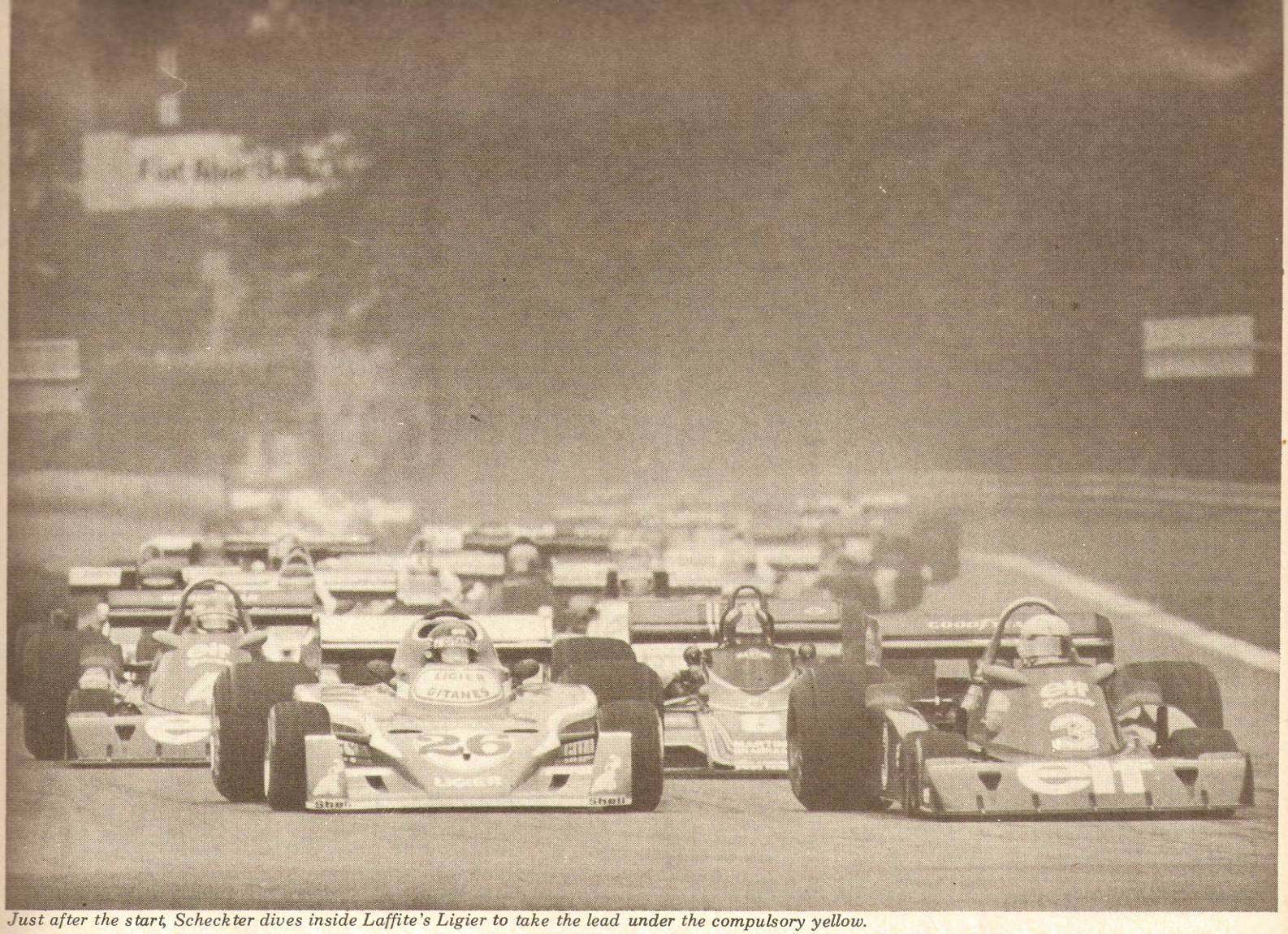
The back few rows of the grid all had much the same stories to tell, of cars that weren't getting the rubber to work. Particularly disappointed after showing up comparatively well in Holland was Emerson Fittipaldi, but no matter what was tried the Copersucar had no grip. "The maximum temperature we have seen was 180, where the tyres were 210, 220 at Zandvoort," recorded Wilson Fittipaldi dolefully. Then he flashed a grin and added, "But if it wasn't difficult it wouldn't be Formula *Um!*"

On the tenth row, the dispirited Jean-Pierre Jarier actually got his DN5 Shadow going nearly as quickly as Tom Pryce's DN8 only one row ahead, Tom having had an off-course moment at one of the chicanes partway through the session. "We need a lot of testing," said Alan Rees about the new car. "It's basically right, but we need to learn about it."

On the opposite sides of the same two rows were two other drivers who ought to have been further up. Vittorio Brambilla's reason for showing up so badly at home was a misfiring engine which badly cut speed along the straights — although on initial acceleration out of corners the Beta March was notably quick. Mario Andretti's problem likewise had to do with poor straightline speed, although the reason was even more annoying. As has happened more than a couple of times before with the Lotus 76, his back brakes locked themselves on. This time, at least, it proved to be the output stub axles either side of the gearbox shifting outboard, so moving the discs. Jumping across to his spare car, the "JPS 11", he managed a qualifying time although it was full of petrol. "I felt like I was pullin' a train," he said, with only a hint of a smile. . . .

Gunnar Nilsson, who didn't think much of his JPS's handling, was on the eighth row a scant 0.02sec ahead of the very encouraged Perkins.

Ronnie's first victory since the 45° Gran Premio.



Just after the start, Scheckter dives inside Laffite's Ligier to take the lead under the compulsory yellow.

F1 WORLD CHAMPIONSHIP **ITALIAN GRAND PRIX** **13**

continued

who had lost the last quarter of the precious hour stalled in the sand at a chicane. A row up was Rolf Stommelen, Martini-Brabham driver again for this one race (at the moment), whose engine blew so he didn't get much practice. He was alongside the Tissot Ensign, which was going well enough to keep Jacky Ickx smiling easily rather than with effort.

The original sixth row comprised Clay Regazzoni's Ferrari a quarter second behind Jochen Mass's M26 McLaren. Jochen tried both that and the M23 in practice, and decided that he would select a chassis based on the weather: the M23 was better in the dry, as the M26's rear suspension "works too well, it's too good for the front" except in the wet. In practice he used both, and both gave him engine trouble. The 23 had a high-rev misfire, while leaving tape on the rads too long in Friday's wet weather had cooked the 26. On Saturday, the latter car seized up and overheated a rear hub bearing.

James Hunt was having his troubles too, for on his first lap of the rainy Friday practice he bashed his nosepiece at the Parabolica. He came back to the pits and tried to get up a motion for having the practice stopped, but had no more success than at Rouen last year when he tried to get an F2 race stopped. As a result of Saturday he was less than two-tenths quicker than Mass and but ninth overall.

But if he thought that was a bad starting position, Sunday morning had a worse surprise in store.

The Marlboro McLaren team — so said sympathetic members of other teams — had half-expected trouble on their visit to Italy and had gone out several days earlier than the border posts or the roadside villagers might have anticipated. In fact they encountered no troubles at all, and were beginning to relax when in the middle of Saturday's morning practice a deputation of officials went along the pits requesting fuel samples.

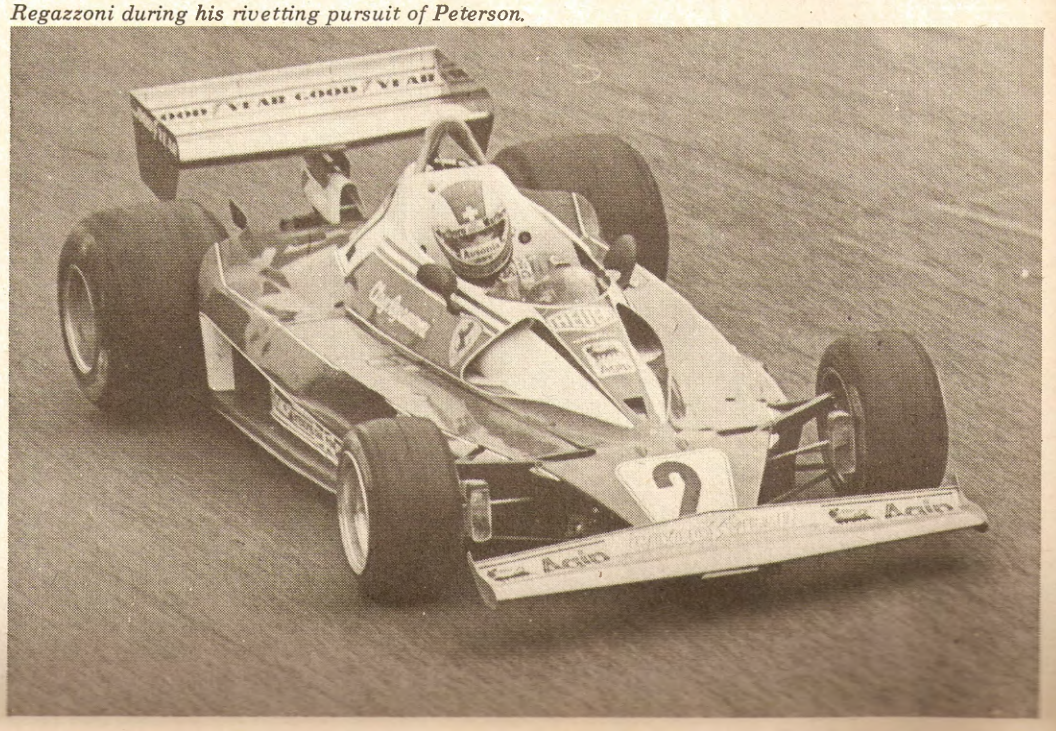
It was nothing new that the Monza organisers were being bears about scrutineering. All during the meeting there had been extraordinarily stringent measurements taken of things like wing heights. In fact, they were so stringent that on Friday evening they got themselves into serious difficulty. They started investigating a part of the Yellow Book that specifies airbox openings; to paraphrase it, the highest part of the opening itself must be no higher than 80cms from the bottom of the chassis, although there is a further tolerance of 5cms so that the structure of the airbox itself may "dome up" over the opening (after all, how else could you make the opening?)

It is a clear indictment of the stupidity of the current F1 regulations — now a hodgepodge of individual decisions about problems that have arisen over several years past and which are presented in two languages in several different sections of a book with no good correlation between either themselves or the announced earlier intention of the framers of each individual rule — that the scrutineers could find that two teams had illegal airboxes.

On the JPS cars, skirtings hanging down the sides established the lower limit of the chassis at below 80cms from the highest part of the airbox opening. Never mind the new-in-July rule that simplifies the measurement of rear wing heights at 90cms above the ground; no simplification was made of the airbox measurement. Rather than argue about it, Team Lotus carried out tests with alternative "legal" configurations and elected to race without skirts and and with airboxes fitted.

But when the Citibank Penske PC4 was

Regazzoni during his rivetting pursuit of Peterson.



Not his weekend. Hunt during the walk back to the pits.

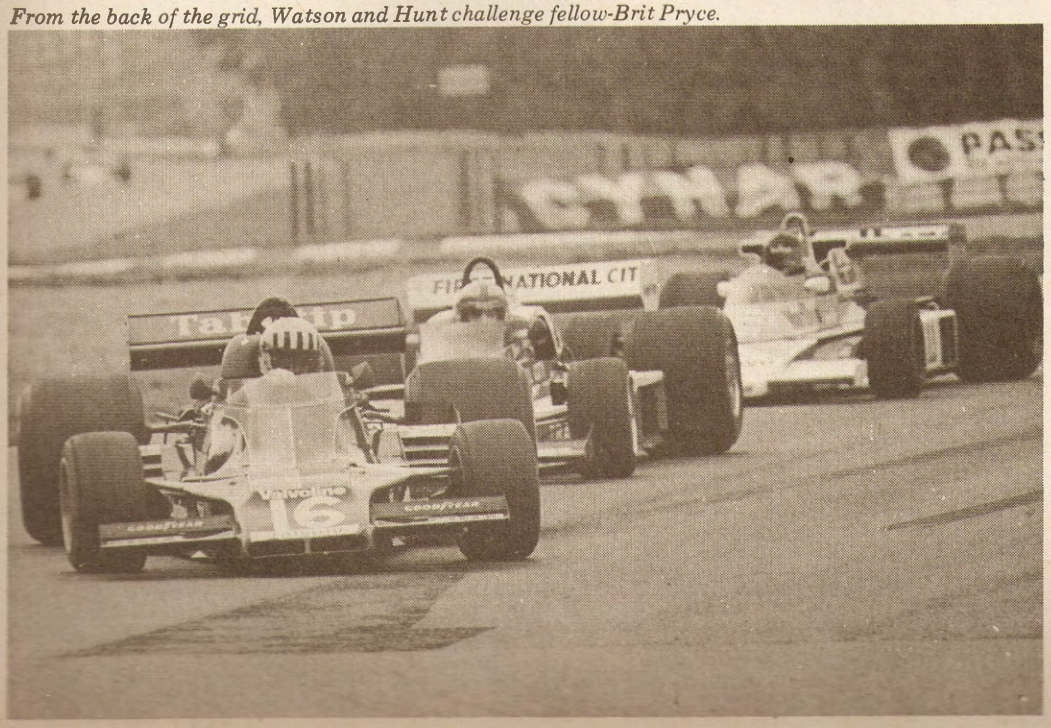
declared illegal because its airbox openings are down the sides of the engine cover, thus making the "dome-up" of the airbox higher than that magic 5 extra cms, the scene became really silly. "Then we asked them to have a look at the Ferraris," laughed one of the Britons, "and they went white and asked if Penske would like to come back for another measurement, and this time it was all right!"

"What we actually did," said Penske manager Heinz Hofer, "was take a drill and make a little hole in the engine cover so that we had a legal airbox opening five centimetres below the top."

It was as a result of another careful measurement that Ronnie Peterson's rear wing was discovered to be about 1cm too high on Friday evening, and his Friday (wet) times were thrown out. Then Clay Regazzoni's car was measured, and its wing was about 1cm too far *back!* Consternation!

"They tried it every which way," laughed the same Brit who had so enjoyed the airbox episode, "they measured it with a man in the cockpit and everything else they could think of, but the wing was still too far back. Once they measured it by unrolling the tape slowly from the wheel centre back, while one of the Ferrari blokes tried to roll the car forward, but we stopped him. Then I spotted the bloke at the wheel end of the tape pulling the tape forward, and *I* stopped him. There wasn't anything they could do, and they had to throw out Regga's Friday time as well."

From the back of the grid, Watson and Hunt challenge fellow-Brit Pryce.



tested by gaseous spectroscopy. Back came the result on Saturday evening: the Penske's fuel tested out at 105.7 Octane, the McLarens' at 101.6. This, the officials announced, meant disqualification. The maximum allowed was but 101.

There was a lot of discussion on the subject (summarized in *Pit & Paddock*) and at one stage John Watson was to be allowed to start from his regular grid place because his team had filed an appeal; then that wasn't allowed. Eventually on Sunday morning he, and both the McLaren drivers, were offered "a concession" in that they would have only their Saturday times thrown out. They could still count their Friday qualifying times toward their grid positions.

Thanks a lot. Even Otto Stuppacher had gone faster on Saturday than anybody had on Friday. Mass, Hunt and Watson were out, Lunger, Merzario and — given a concession despite being outside the 110 per cent rule — Stuppacher were in.

Now to the rescue came a succession of otherwise unrelated withdrawals. Merzario had been taken out by his team; Mass was in. Stuppacher had gone home to Vienna, and there was no way he could be fetched back in time; Hunt was in.

Finally Guy Edwards approached Roger Penske and said that his wrist probably wouldn't go the distance anyway, he would step down. Penske gratefully replied with an offer to pick up the expenses of sending the *Penthouse*-Rizla Hesketh to North America. At 14.15, 75 minutes before the start of the race, the third starting grid was issued for the 47th *Gran Premio Nazionale d'Italia*. Watson was on it in 26th place.

RACE

Wouldn't you know — it rained again Sunday morning. It stopped before the 20mins warmup session at 11.30, and the track was half-wet so that some drivers tried out dry tyres. But there was just no way to tell anything useful about one's car, nor, of course, to predict which way to set the car for the 3.30pm race.

At 2pm it was almost sunny. At 2.30, though, it was darker overhead, and at 3.10 there were a few spots of rain. At 3.20, with the full 26 cars lined onto the dummy grid, it was dry again and there was at least enough of a hint of it staying dry that everyone considered it was a "dry" race.

Waiting for the actual start of the extravaganza, up at the First Chicane, there was a special tension in the always special Monza atmosphere. Not the funny grid, not the funny weather, not the really funny scrutineering: it was something to do with the way the crowd, mostly youthful and universally exuberant, were holding signs and waving banners, the essential messages of which were to the effect that the foreigners who were threatening the rightful supremacy of their national Ferrari team had better watch out....

The start was funny, too. A number of drivers were caught out, and this included Lauda who said he was sitting in neutral looking for the 10secs board when the green light flashed. Thus the careful array of 13 rows dissolved in milling anarchy immediately, and not the least anarchic of them were certain drivers starting from the very back of the grid who got almost as much of a rolling start as if they had been at Indianapolis; Mass and Watson in particular seemed to be making especially "brilliant starts". All eyes were mainly on the front, of course, and from the second row Pace came storming up to join Laffite's screaming drag race the length of the straight to the chicane. Red car actually was second behind blue car as they came onto the brakes — but then a second blue car thrust forward. There was a yellow flag displayed (as per normal Monza arrangement), but Scheckter took the Elf-Tyrrell through regardless and was leading the race on the exit of the chicane.

As the others behind came to the bottleneck of the four-bend corner, they had to slow more and more the further back they were, until the tail-enders came almost literally to a halt before filtering carefully through. The care paid off — nobody shunted anybody else, and there were still 26 in the race as the last of them trailed away round the bend between the trees in the Curva Grande. Whew — that was about the first thing that had gone right with this whole meeting!

But it looked like it was all going to go pretty right, for at the end of the lap it was a tight, fast race still, Scheckter still leading but only a little from Laffite, Depailler and Peterson well up from the fourth row. Reutemann was a bit out of touch with the leading quartet, but he had his own quartet to worry about, Pace close behind, now fifth, but being attacked by Regazzoni from the fifth row, and Stuck, having lost out a bit at the

▷

continued

start, was right there too. The two JPSs were through sharing ninth place pretty well equally, then came Brambilla, the World Champion, Alan Jones, Jacky Ickx and Jochen Mass, who had made up 11 places in the past 3½ miles.

Watson wasn't far back of that, but Hunt had forged ahead only a little and seemed to be stuck more in traffic. Upon his shoulders rested all of the Marlboro-McLaren honour a moment later, though, for at the end of the second lap Mass came into the pits, his engine misfiring badly. The spark box was quickly changed and Jochen started out again, but that wasn't the fix and after one more ragged-sounding lap he was back in the pits, and never left.

On the third lap Laffite fell back behind both Depailler and Peterson, and these two swapped places as well, so Ronnie was second. Regazzoni, having slipped by his new team-mate Reutemann, had closed up the gap and made it a quintet at the front of the race. Really it was ten cars still in touch with each other, for with Reutemann were Stuck, Brambilla, Lauda and Andretti. Nilsson had pitted for a new nosepiece to replace one that had broken up and let its fins sag. Gunnar rejoined half a lap back.

Poor Pace had dropped out with a piston failure, and the Perkins had a big blowup right opposite the pits as well. At this rate the attrition was going to be crippling — look at that! Peterson, towing Depailler with him, made a rush onto Scheckter starting the 11th lap and pulled off a neat outbraking manoeuvre on the inside going into the first chicane to put March into the lead. On the same lap Regazzoni pushed through to fourth from Laffite.

Starting the lap after that, Depailler made it his turn to pass Scheckter, the two Tyrrells decelerating absolutely side-by-side, perfectly matched, until at the last instant Jody grudgingly gave way instead of shunting. Maybe attrition would cut this race down to normal size, but it was a real *grand* GP right now!

Starting the 14th lap, Lauda chose the same place to try to get by Brambilla. Ferrari pulled over to the inside of March, crept ahead on the brakes; Vittorio at the moment of entry had his car wobble viciously and went straight on over the kerbings into a puff of sand. Niki, with visible prudence, slacked off as he tracked around the actual race circuit alongside, and so it was that Brambilla, when he careered back onto the road, was still sixth. But not for long. Everyone was still chuckling when at the end of the next lap the pair streaked into view out of the Parabolica and Lauda was well ahead, a solid sixth.

The crowd, with their banners and hats and cheers, went absolutely mad. Should he ever require Italian citizenship, Niki Lauda has it upon request!

At this very moment, James Hunt was missing. His initially cautious-looking run up from the back had taken him as far as Tom Pryce, and beyond both the Shadow driver and Penske driver Watson into 12th place by the 10th lap. Two laps after that, Ickx next in his sights, James stumbled over the kerbing at Chicane One and lost enough time for Tom to catch him up again. Round the Grande to the Lesmos, they tore almost the inside of left, as they neared Chicane Two.

Here was one of those incidents where the bystander must just step back without making any attempt at judgement. The two cars didn't actually touch, but Hunt's went flying straight on into the sand.

"Well, it was my fault in a way, but I don't see why he had to dispute the place with me like that, he blocked me out," said Hunt (using perhaps stronger language).

"If he's saying I put him off, he's mistaken," replied Pryce (his actual phraseology a bit more terse than that). "He had the line, he was just ahead of me as we went in, I wasn't going to hit him, but he just missed his braking point, went too deep."

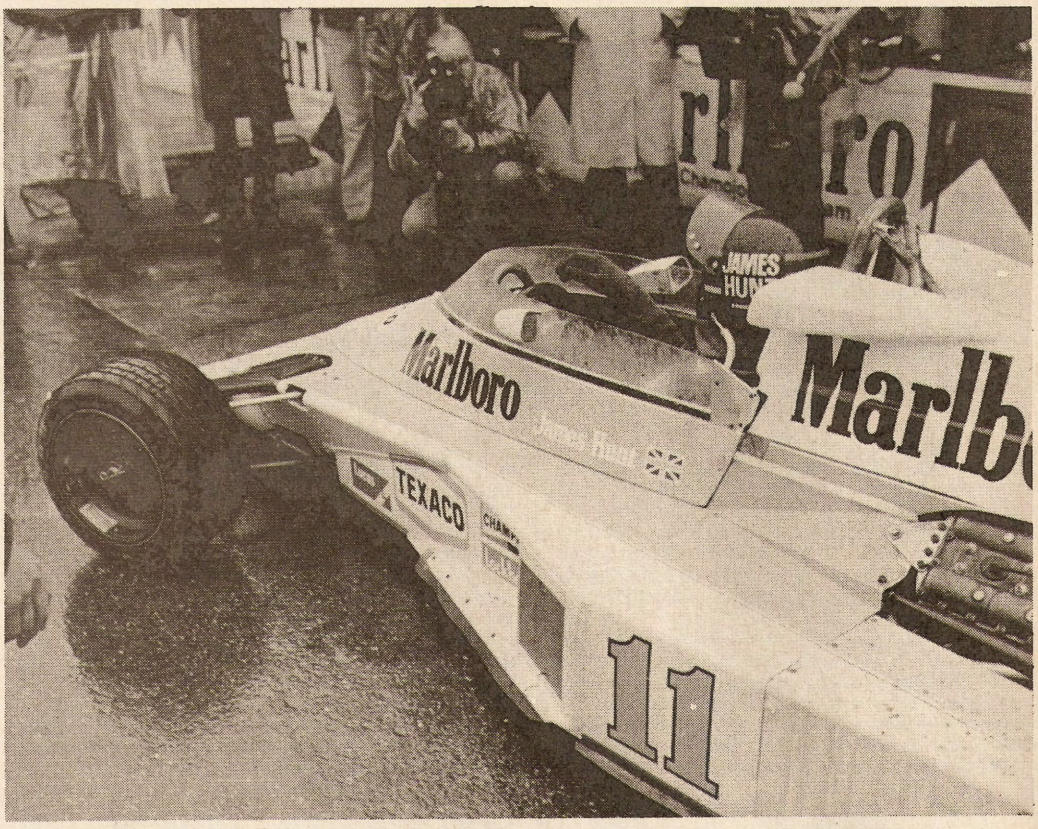
Shadow carried on hardly with any pause, but McLaren, its wheels bogged down uselessly, stayed right where it was. Hunt stalked back to the pits, some of the crowd addressing words and whistles at him, but without too much force. It was obvious that *everyone* had lost by his retirement.

As the leaders, still Peterson-Depailler-Scheckter-Regga-Lafitte close together, completed 20 laps, the dull overcast spat down a few droplets of rain. This produced an impression of renewed effort, as if to profit from the change of conditions, for starting lap 23 Regazzoni made a strong, unrelenting outbraking run on Scheckter going into the first corner and emerged unscathed sprinkles were slightly denser. Behind, Stuck and Andretti had closed together in dispute of ninth place, and Mario had actually got by as they flashed by the pits. But going into the first chicane Hans-Joachim thought he saw a way to get his own back and held deep to the inside going into the apex.

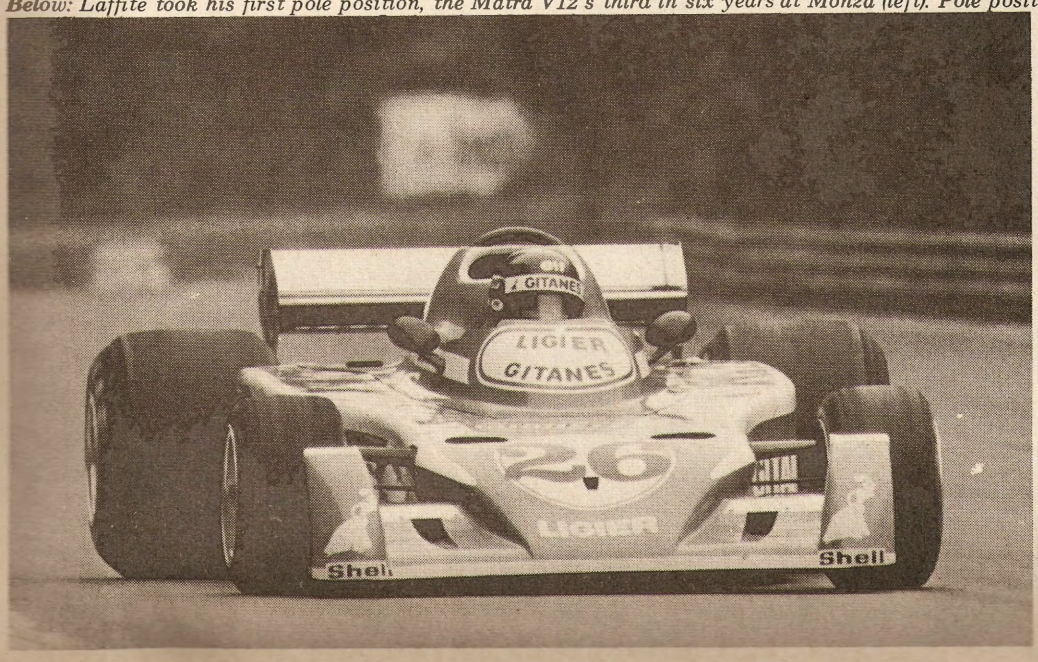
For this one there was no need to hold judgement: the March driver, half a car's length behind, rammed the JPS so that its left rear wheel went hopping up over the March's right front. The two spun confusedly off together onto the sand and nudged the fences, and the only moving they did from then on was at the hands of the marshals, heaving the not badly bent but derelict cars to safer quarters. It was a rather stupid-looking way to end a dice, particularly as both cars had been going quite well. "Hell, it was handlin' an' brakin' great," said the man in the black-and-gold car. "The only thing wrong was the speed on the straight, that's been the problem right along with this car. Any good you do in the corners doesn't show up on the straight. But if they'd give me more speed I could punch a new asshole in those guys up there!"

There was waving yellow greeting the leaders at their next approach to the scene, and, with rain coming down definitely now if still lightly, Laffite got his own back on Scheckter by overtaking going in under the brakes, despite the flag.

Hunt leaves the pits to set the time he had to rely on . . .



Below: Laffite took his first pole position, the Matra V12's third in six years at Monza (left). Pole position, in the pits anyway, was Ferrari's (right).



the 25th lap an official was out onto the road in front of the pits, and he was holding out a pair of signal squares, one black and the other black with a white cross. The race came hurtling by, Ronnie, Patrick, Clay, Jacques, Jody, zoom-zoom-zoom-zoom-zoom.

What was this mysterious set of signals? Some drivers said afterwards that they hadn't the faintest idea. "Oh, I guess they wanted to stop the race because it was raining," said one, "but they used the wrong flags. That was some sort of an Italian national signal. I never heard of it before."

In fact it was the proper signal. Last autumn, too late for inclusion into the new Yellow Book, the CSI invented this signal flag combination and advised the world via a separate *Bulletin*.

It also appeared published in the regulations for the race. But, according to drivers asked about it (and who would expect a driver to read a regulation?), it was never explained during the driver's briefing before the race. In fact, some drivers weren't sure there had been a driver's briefing.

There were, however, some drivers who did know what it meant, either because they had read the regs after all, or because they caught the general drift of events and had taken in the fact that some marshal's posts were displaying crossed furled flags, and some were apparently even showing red flags.

According to their various natures and moods, some of them lifted off. Laffite lifted off, and Regazzoni said he lifted off, so did Reutemann, and everybody who said he lifted off went on to say he lost about 10secs doing so. Because not everybody lifted off.

A cluster of cars comprising Jones, Ertl, Stommelen, Fittipaldi and Lunger all came around the Parabolica and took in the various signals displayed. Jones, Fittipaldi and Lunger slacked right off, veered off, and shut off down the pit lane.

At the Copersucar pit, Wilson Fittipaldi rushed forward as his brother unexpectedly arrived and shoved a jack under the car. No, no, I don't need that. Well, why are you here? Because they are stopping the race. They are *not* stopping the race, you get back out there, and at once. Or words to that effect in Portuguese....

Ertl said that he prepared to turn off into the pits, but when he saw there really wasn't much activity in the pits, and that there were cars dwindling down the straight in front of him, he put his foot down again and went around another lap to see what the others were going to do.

After another lap the official with the flags, becoming acutely conscious of his exposed position out there in the middle of the road, lowered his flags and crept back into his office. At the finish line, an official holding a chequered flag furled but ready, glanced at the sky, which was clearing slightly, and put away his flag.

It is said that Wilson Fittipaldi went to the knee....

Pesenti-Rossi, who had been driving around with reasonable speed, added to it the discretion of stopping and actually changing to a set of rain tyres. He was the only one actually to do so, and he carried on to the end so handicapped. For handicap it was, because although there were two distinct reappearances of light rain sprinkles, the wet never came to much and slick tyres were able to find a grip all the second half of the race.

And it was a great second half. Peterson and Depailler emerged from the shower nose-to-tail, well ahead for the moment from Regazzoni and Scheckter, who were likewise paired. Laffite was fifth after a little gap, and then came Lauda with his former nemesis Brambilla closing up again in the conditions.

On the 32nd lap at the Vialone chicane, Patrick actually forced his way by Ronnie into the lead, but so wobbled out of control doing it that the March stayed alongside through the rest of the series and forged ahead.

There were more fine drops of rain, and Laffite managed to get by Scheckter. The Elf-Tyrrell was in fact suffering from a loss of power, and gradually lost its competitiveness from this stage. Soon it fell into the grasp of Lauda's Ferrari, and when Niki passed Jody on lap 42 the crowd went joyously berserk.

Depailler was beginning, unfortunately, to suffer from the same sort of problem, a misfire becoming audible as he chased Peterson away up the straight, and he too fell back. The pace of this splendid race was such that just a little deficiency rapidly became a real handicap, and as he went into his last eight laps Ronnie suddenly looked like having his first respite of the race.

But it was illusory. As Depailler rapidly fell back, Regazzoni and Laffite as rapidly advanced, and with five laps to go they began to look like real threats.

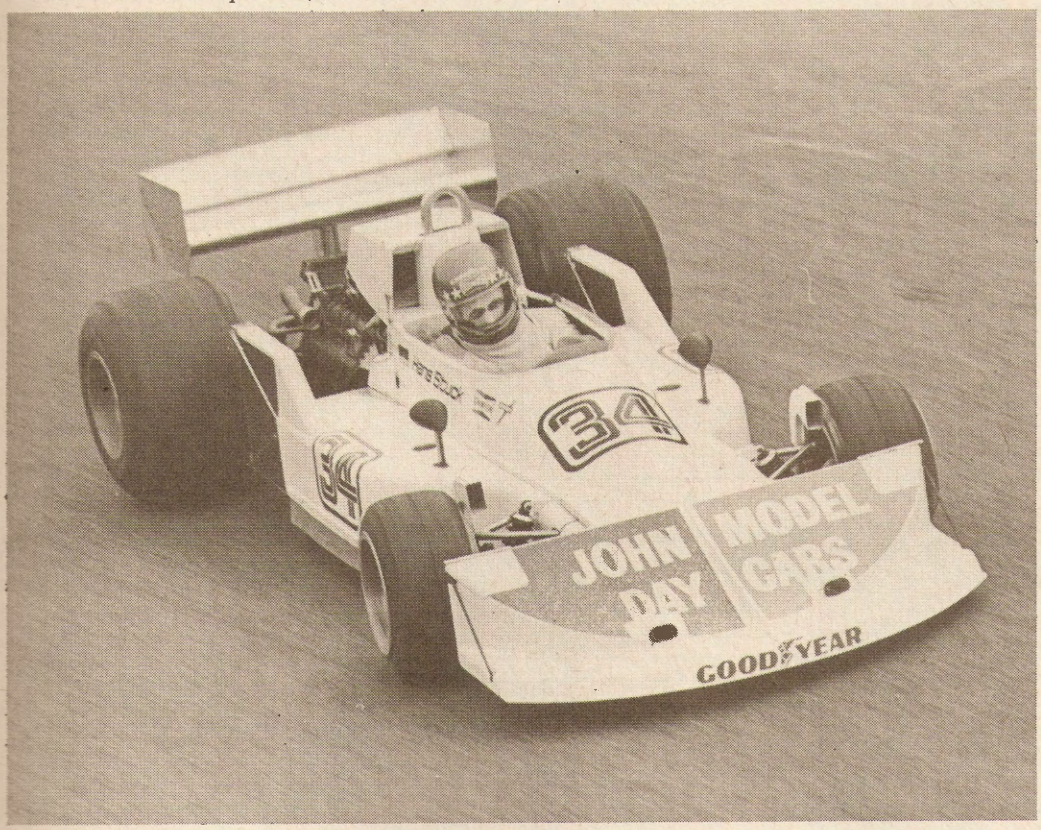
Since the first drop of rain, Peterson had been in the nasty position of having to make decisions for everybody else. One wrong guess, and he would be in a slide, while the men in sight behind observed and profited.

The Citibank March oversteering anyway, the build-up of Ferrari and Ligier pressure must have been drastic in the last few laps, but Super Swede coped beautifully.

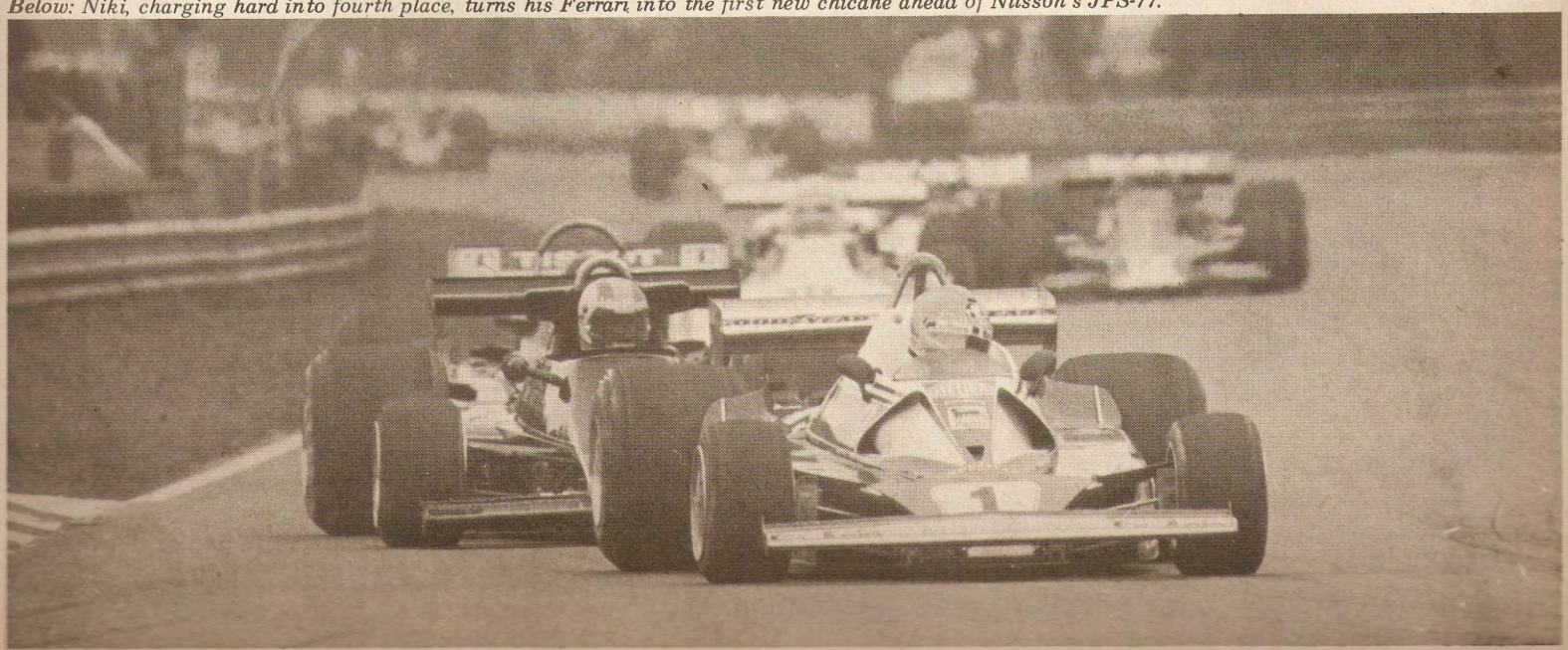
A quarter of a minute behind, though, there was another man coping even more magnificently, and this was when Niki Lauda began to see his oil gauge dropping. Three laps from the end the young man but five and a half weeks past seeing a priest give him last rites, had the fastest lap of the race on the official clocks. It was only then that Peterson, finally, took that from him. But nothing Scheckter could do was going to take fourth place from him, and although the slackening Ferrari was a tenth of a second to the good at the chequered flag, it was as good as need be.

As the first of the fence-jumping crowd met the last of the pits-bound cars, the *Autodromo Nazionale* was filled with a completely different atmosphere. Something had been released, discharged amidst the thunder of one of the very best races seen in this troubled year. The flags and derisory banners were still there and they were waving furiously, but the bite had gone out of their message. From a number of standpoints the right man, no, the right *men*, had won.

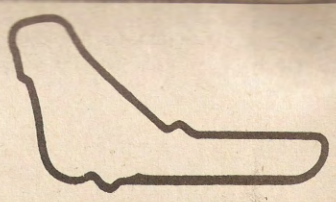
Fastest March man in practice, Hans Stuck.



Below: Niki, charging hard into fourth place, turns his Ferrari into the first new chicane ahead of Nilsson's JPS-77.



ITALIAN GRAND PRIX. DATE 12 SEP. 1976 CIRCUIT MONZA



WORLD CHAMPIONSHIP ROUND 13 LENGTH 52 laps of 3.604 mile circuit. 187.41 miles

WEATHER OVERCAST. VERY LIGHT RAIN DURING SECOND HALF. No. of STARTERS 26 FINISHERS 19

WINNER R. PETERSON in MARCH 761 av. speed 124.124 mph

FASTEST LAP R. PETERSON in MARCH 761 No. 10 on lap 50 in 1 min. 41.3 sec. 128.083 mph

EXISTING LAP RECORD C. REGAZZONI in FERRARI 312T (OLD CIRCUIT) in 1 min. 33.1 sec. 138.87 mph

PREVIOUS YEAR'S RESULT C. REGAZZONI in FERRARI 312T at 135.48 mph

ENTRIES

NO.	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	N. LAUDA	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 026	Type 312B	
2	C. REGAZZONI	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312 T2 027	Type 312B	
3	J. SCHECKTER	TYRRELL-FORD 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/4	DFV 236	
3T	J. SCHECKTER	TYRRELL-FORD 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/5	-	NEW CAR. USES IN UNTIMED SESSION.
4	P. DEPAILLER	TYRRELL-FORD 34	ELF TEAM TYRRELL	ELF ELF	GOOD	34/2	DFV. 239	
5	M. ANDRETTI	JPS-77	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	JPS 14 (77-3)	DFV 235	RACE CAR.
5T	M. ANDRETTI	JPS-77	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	JPS 11 (77-1)	-	
6	G. NILSSON	JPS-77	JOHN PLAYER TEAM LOTUS	- DUCKHAMS	GOOD	JPS 12 (77-2)	DFV 237	
7	R. STOMMELEN	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-1	Alfa flat-12	
8	C. PACE	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-3	Alfa flat-12	RACE CAR.
8T	C. PACE	MARTINI-BRABHAM-ALFA	MARTINI RACING	FINA FINA	GOOD	BT 45-2	Alfa flat-12	
9	V. BRAMBILLA	MARCH 761	BETA TEAM MARCH	- -	GOOD	761-03	DFV 117	
10	R. PETERSON	MARCH 761	MARCH RACING	- -	GOOD	761-08	-	
10T	R. PETERSON	MARCH 761	MARCH RACING	- -	GOOD	741-18	DFV 174	RACE CAR.
11	J. HUNT	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/8/2	DFV 096	
12	J. MASS	MARLBORO-McLAREN M26	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 26/1	DFV -	RACE CAR.
12T	J. MASS	MARLBORO-McLAREN M23	MARLBORO TEAM McLAREN	TEXACO HAVOLINE	GOOD	M 23/6	-	
16	T. PRYCE	SHADOW-FORD DN8	SHADOW RACING WITH TABATIP	FINA VALVOLINE	GOOD	DN8-1A	DFV 181	
17	J-P. JARIER	SHADOW-FORD DN5	SHADOW RACING WITH TABATIP	FINA VALVOLINE	GOOD	DN5-4B	DFV 126	
18	B. LUNGER	CHESTERFIELD-SURTEES TS19	CHESTERFIELD TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-02	DFV 245	
19	A. JONES	DUREX-SURTEES TS 19	DUREX TEAM SURTEES	FINA DUCKHAMS	GOOD	TS 19-04	DFV 182	
20	A. MERZARIO	WILLIAMS FW	WALTER WOLF RACING	FINA FINA	GOOD	FW 5-03	-	DNS-WITHDREW
22	J. ICKX	ENSIGN N176	TEAM TISSOT ENSIGN	VALVOLINE	GOOD	MN-05	DFV 163	
24	H. ERTL	HESKETH 308D	HESKETH RACING	SHELL SHELL	GOOD	308D/2	DFV 184	
25	G. EDWARDS	HESKETH 308D	PENTHOUSE RIZLA RACING	- -	GOOD	308D/4	-	DNS-WITHDREW
26	J. LAFFITE	GITANES-LIGIER-MATRA	LIGIER GITANES	- -	GOOD	JS5/02	Type MS	
28	J. WATSON	PENSKE PC-4	CITIBANK TEAM PENSKE	SUNOCO -	GOOD	PC-4-001	DFV 227	
30	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	COPERSUCAR FITTIPALDI	- -	GOOD	FD 04-4	DFV 193	
34	H. STUCK	MARCH 761	MARCH RACING WITH JOHN DAY MODEL CARS	- -	GOOD	761-02	DFV 215	
35	C. REUTEMANN	FERRARI 312T2	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	GOOD	312T2 025	Type 312B	
37	A. PESENTI-ROSSI	TYRRELL-FORD 007	SCUDERIA GULF RONDINI	GULF GULF	GOOD	007/7	DFV 162	
38	H. PESCAROLO	NOREV-SURTEES TS 19	TEAM NOREV	ELF MOTUL	GOOD	TS 19-01	DFV 078	
39	O. STUPPACHER	TYRRELL-FORD 007	O.E.A.S.C. RACING TEAM	GULF GULF	GOOD	007/6	-	DNQ. DNS.
40	L. PERKINS	BORO 001	BORO RACING	- -	GOOD	001	DFV 158	
42	L. KESSEL	WILLIAMS FW	RAM RACING	- -	GOOD	FW-03	-	DID NOT PRACTISE.

RESULTS

POS.	NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.
1	10	R. PETERSON	MARCH 761	52	1h. 30m. 35.6s.	124.124 mph.	GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	2	C. REGAZZONI	FERRARI 312T2	52	1h. 30m. 37.9s.		LOCK FER	KONI	FERRARI 312 TRANS.	CHAMPION	LUCAS	MARELLI DINOPLEX
3	26	J. LAFFITE	GITANES-LIGIER-MATRA	52	1h. 30m. 38.6s.		LOCK FER	KONI	HEW TL 200	MARCHAL	LUCAS	DUCELLIER
4	1	N. LAUDA	FERRARI 312T2	52	1h. 30m. 55.0s.		LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
5	3	J. SCHECKTER	TYRRELL-FORD 34	52	1h. 30m. 55.1s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
6	4	P. DEPAILLER	TYRRELL-FORD 34	52	1h. 31m. 11.3s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	9	V. BRAMBILLA	MARCH 761	52	1h. 31m. 19.5s.		GIRL FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
8	16	T. PRYCE	SHADOW-FORD DN8	52	1h. 31m. 28.5s.		LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS
9	35	C. REUTEMANN	FERRARI 312T2	52	1h. 31m. 33.1s.		LOCK FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINOPLEX
10	22	J. ICKX	ENSIGN N176	52	1h. 31m. 48.0s.		LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	28	J. WATSON	PENSKE PC-4	52	1h. 32m. 17.8s.		LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
12	19	A. JONES	DUREX-SURTEES TS 19	51			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
13	6	G. NILSSON	JPS-77	51			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
14	18	B. LUNGER	CHESTERFIELD-SURTEES TS19	50			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
15	30	E. FITTIPALDI	COPERSUCAR-FITTIPALDI FD	50			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
16	24	H. ERTL	HESKETH 308D	49	NOT RUNNING AT FINISH.		LOCK FER	ARM	HEW FGA 400	CHAMPION	LUCAS	LUCAS
17	38	H. PESCAROLO	NOREV-SURTEES TS 19	49			LOCK FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
18	37	A. PESENTI-ROSSI	TYRRELL-FORD 007	49			LOCK FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
19	17	J-P. JARIER	SHADOW-FORD DN5	47			LOCK FER	ARM	HEW TL 200	CHAMPION	LUCAS	LUCAS

RETIREMENTS

NO.	DRIVER	LAPS	REASON
2	J. MASS	3	IGNITION.
8	C. PACE	4	ENGINE. PISTON.
40	L. PERKINS	9	ENGINE. ROD.
11	J. HUNT	11	OFF ROAD. STUCK IN SAND.
5	M. ANDRETTI	23	SHUNT WITH STUCK.
34	H. STUCK	23	SHUNT WITH ANDRETTI.
7	R. STOMMELEN	41	ENGINE, FUEL SYSTEM.
24	H. ERTL	49	DRIVE SHAFT. (CLASSIFIED 16th.)

CHAMPIONSHIP POINTS

DRIVERS

N. LAUDA	61	T. PRYCE	9
J. HUNT	56	M. ANDRETTI	9
J. SCHECKTER	38	C. PACE	7
C. REGAZZONI	28	H. STUCK	6
P. DEPAILLER	27	C. REUTEMANN	3
J. LAFFITE	20	A. JONES	3
J. WATSON	18	C. AMON	2
J. MASS	14	E. FITTIPALDI	2
R. PETERSON	10	R. STOMMELEN	1
G. NILSSON	10	V. BRAMBILLA	1

MANUFACTURERS

FERRARI	73
McLAREN-FORD	61
TYRRELL-FORD	51
LIGIER-MATRA	20
PENSKE-FORD	18
MARCH-FORD	17
JPS-FORD	16
SHADOW-FORD	9
BRABHAM-ALFA	9
SURTEES-FORD	3
ENSIGN-FORD	2
FITTIPALDI-FORD	2
PARNELLI-FORD	1

DATE 10 SEPT WEATHER WET

PRACTICE 1

9	V. BRAMBILLA	2m. 44.90s.
7	R. STOMMELEN	2m. 52.90s.
40	L. PERKINS	3m. 38.74s.

DATE 10 SEPT WEATHER WET

PRACTICE 2

34	H. STUCK	2m. 02.79s.
10	R. PETERSON	2m. 04.97s. *
22	J. ICKX	2m. 07.80s.
5	M. ANDRETTI	2m. 08.13s.
11T	J. HUNT	2m. 08.76s.
26	J. LAFFITE	2m. 09.19s.
2	C. REGAZZONI	2m. 10.85s. *
12	J. MASS	2m. 11.06s.
25	G. EDWARDS	2m. 12.49s.
11	J. HUNT	2m. 13.04s.
28	J. WATSON	2m. 13.95s.
35	C. REUTEMANN	2m. 14.59s.
30	E. FITTIPALDI	2m. 14.88s.
16	T. PRYCE	2m. 16.89s.
9	V. BRAMBILLA	2m. 18.41s.
18	B. LUNGER	2m. 18.58s.
19	A. JONES	2m. 23.36s.
3	J. SCHECKTER	2m. 23.69s.
8	C. PACE	2m. 32.08s.
1	N. LAUDA	2m. 35.25s.
17	J-P. JARIER	2m. 37.37s.
6	G. NILSSON	2m. 40.89s.
4	P. DEPAILLER	2m. 41.21s.
20	A. MERZARIO	2m. 44.94s.
7	R. STOMMELEN	2m. 45.38s.

* THESE TIMES DISALLOWED AFTER REAR WING MEASUREMENT.

DATE 11 SEPT WEATHER DRY OVERCAST

PRACTICE 3

26	J. LAFFITE	1m. 41.35s.
3	J. SCHECKTER	1m. 41.38s.
8	C. PACE	1m. 41.53s.
4	P. DEPAILLER	1m. 42.06s.
1	N. LAUDA	1m. 42.09s.
34	H. STUCK	1m. 42.18s.
35	C. REUTEMANN	1m. 42.38s.
28	J. WATSON	1m. 42.47s. *
11	J. HUNT	1m. 42.51s *
10	R. PETERSON	1m. 42.64s.
12	J. MASS	1m. 42.68s *
2	C. REGAZZONI	1m. 42.96s.
22	J. ICKX	1m. 43.29s.
7	R. STOMMELEN	1m. 43.29s.
6	G. NILSSON	1m. 43.30s.
40	L. PERKINS	1m. 43.32s.
5	M. ANDRETTI	1m. 43.34s.
16	T. PRYCE	1m. 43.63s.
9	V. BRAMBILLA	1m. 43.94s.
17	J-P. JARIER	1m. 44.05s.
19	A. JONES	1m. 44.41s.
24	H. ERTL	1m. 44.56s.
30	E. FITTIPALDI	1m. 44.57s.
37	A. PESENTI-ROSSI	1m. 44.62s.
38	H. PESCAROLO	1m. 45.12s.
25	G. EDWARDS	1m. 45.79s.
18	B. LUNGER	1m. 46.48s.
20	A. MERZARIO	1m. 47.31s.
39	O. STUPPACHER	1m. 55.22s.

* THESE TIMES DISALLOWED AFTER FUEL ANALYSIS.

STARTING GRID

POLE

26 J. LAFFITE 1m. 41.35s.	3 J. SCHECKTER 1m. 41.38s.
8 C. PACE 1m. 41.53s.	4 P. DEPAILLER 1m. 42.06s.
1 N. LAUDA 1m. 42.09s.	34 H. STUCK 1m. 42.18s.
35 C. REUTEMANN 1m. 42.38s.	10 R. PETERSON 1m. 42.64s.
2 C. REGAZZONI 1m. 42.96s.	22 J. ICKX 1m. 43.29s.
7 R. STOMMELEN 1m. 43.29s.	6 G. NILSSON 1m. 43.30s.
40 L. PERKINS 1m. 43.32s.	5 M. ANDRETTI 1m. 43.34s.
16 T. PRYCE 1m. 43.63s.	9 V. BRAMBILLA 1m. 43.94s.
17 J-P. JARIER 1m. 44.05s.	19 A. JONES 1m. 44.41s.
24 H. ERTL 1m. 44.56s.	30 E. FITTIPALDI 1m. 44.57s.
37 A. PESENTI-ROSSI 1m. 44.62s.	38 H. PESCAROLO 1m. 45.12s.
18 B. LUNGER 1m. 46.48s.	11 J. HUNT 2m. 08.76s.
12 J. MASS 2m. 11.06s.	28 J. WATSON 2m. 13.95s.

25, G. EDWARDS AND 20, A. MERZARIO, 23rd AND 25th ON PROVISIONAL GRID BOTH WITHDREW — ALSO 39, O. STUPPACHER, 1st RESERVE.

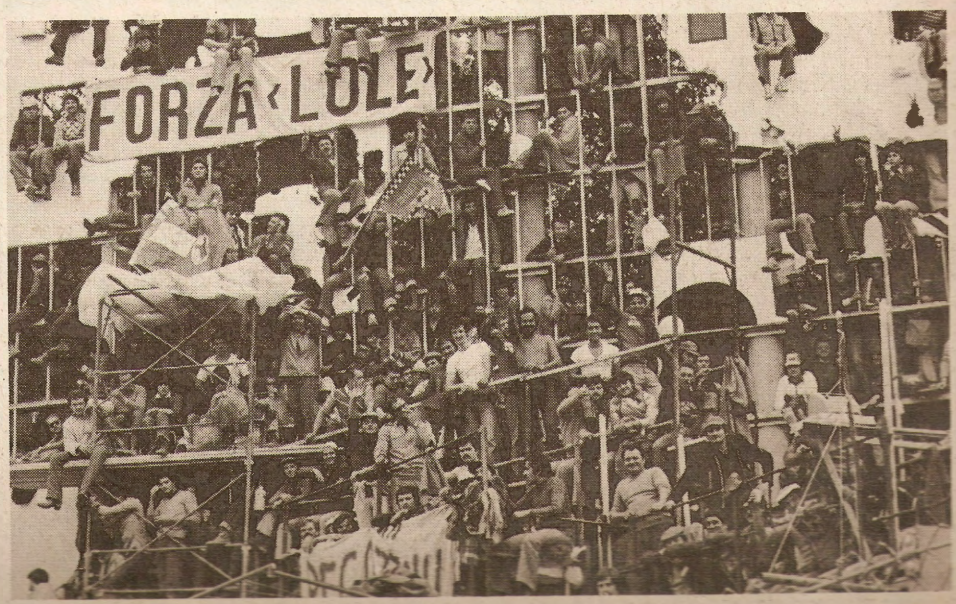
AUTOSPORT

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
26 J. LAFFITE	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
3 J. SCHECKTER	26	26	4	10	10	10	10	10	10	10	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
8 C. PACE	4	4	10	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
4 P. DEPAILLER	10	10	26	26	26	26	26	26	26	26	2	2	2	2	2	2	2	2	2	2	2	2	3	26	26	3	3	3	3	3	3	3	3	3	3	3	3
1 N. LAUDA	35	35	2	2	2	2	2	2	2	2	26	26	26	26	26	26	26	26	26	26	26	26	26	3	3	26	26	26	26	26	26	26	26	26	26	26	26
34 H. STUCK	2	2	35	35	35	35	35	35	9	9	9	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
35 C. REUTEMANN	8	34	34	34	34	34	9	9	1	1	1	1	9	9	9	9	9	9	9	9	9	9	9	35	9	9	9	9	9	9	9	9	9	9	9	9	9
10 R. PETERSON	34	8	9	9	9	9	1	1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	9	35	35	35	35	35	35	35	35	35	35	35	35	35
2 C. REGAZZONI	6	6	6	5	1	1	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	5	16	16	22	22	22	22	22	16	16	16	16	16	16	16
22 J. ICKX	5	9	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	34	22	22	16	16	16	16	16	22	22	22	22	22	22	22
7 R. STOMMELEN	9	5	8	8	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	16	28	28	28	28	28	28	28	28	28	28	28	28	28	28
6 G. NILSSON	1	1	22	22	16	16	16	16	16	11	11	16	16	16	16	16	16	16	16	16	16	16	22	19	19	24	24	24	24	24	24	24	24	24	24	24	24
40 L. PERKINS	19	22	5	16	28	28	28	11	11	16	16	28	28	28	28	28	28	28	28	28	28	28	28	24	24	(19)	7	7	7	7	7	7	7	19	19	19	19
5 M. ANDRETTI	22	19	16	28	11	11	11	28	28	28	28	19	19	19	19	19	19	19	19	19	19	19	19	37	7	7	19	19	19	19	19	19	19	7	7	6	6
16 T. PRYCE	12	40	28	11	19	19	19	19	19	19	19	24	24	24	24	24	24	24	24	24	24	24	24	7	30	17	18	30	30	6	6	6	6	6	6	30	30
9 V. BRAMBILLA	40	16	19	19	40	40	40	40	24	24	24	17	17	17	17	17	17	17	17	17	17	17	17	17	18	(30)	30	18	18	30	30	30	30	30	30	18	18
17 J-P. JARIER	16	28	40	40	17	17	24	24	40	17	17	37	37	37	37	37	37	37	37	37	37	37	37	37	30	17	6	6	6	6	18	18	18	18	18	18	(7)	(7)
19 A. JONES	17	17	11	17	24	24	17	17	17	37	37	7	7	7	7	7	7	7	7	7	7	7	7	18	(37)	(18)	(17)	37	37	37	37	37	37	37	37	37	37
24 H. ERTL	28	7	17	24	37	37	37	37	37	7	7	30	30	30	30	30	30	30	30	30	30	30	30	6	6	37	37	38	38	38	38	38	38	38	38	38	38
30 E. FITTIPALDI	7	24	7	7	7	7	7	7	7	30	30	18	18	18	18	18	18	18	18	18	18	18	18	38	38	38	38	17	17	17	17	17	17	17	17	17	17
37 A. PESENTI-ROSSI	30	11	24	37	30	30	30	30	30	18	18	38	38	38	38	38	38	38	38	(38)	6	6	6														
38 H. PESCAROLO	24	30	30	30	18	18	18	18	18	38	38	6	6	6	6	6	6	6	6	6	38	38	38														
18 B. LUNGER	37	37	37	18	38	38	38	38	38	6	6																										
11 J. HUNT	11	38	38	38	6	6	6	6	6																												
12 J. MASS	38	18	18	(6)																																	
28 J. WATSON	18	(12)	(12)																																		

LAP CHART BY COURTESY OF NORAH TYRRELL

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	4	4	4	4	4	4	4	2	2	2	2	2	2	2
2	2	2	2	2	2	2	2	26	26	26	26	26	26	26
26	26	26	26	26	26	26	26	4	4	1	1	1	1	1
3	3	3	3	1	1	1	1	1	1	4	4	3	3	3
1	1	1	1	3	3	3	3	3	3	3	3	4	4	4
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
24	24	24	24	24	24	24	24	24	24	24	19	19	19	
19	19	19	19	19	19	19	19	19	19	19	24	6	6	
6	6	6	6	6	6	6	6	6	6	6	6	18		
30	30	30	30	18	18	18	18	18	18	18	18	30		
18	18	18	18	30	30	30	30	30	30	30	30			
37	37	37	37	37	37	37	37	37	38	38	38			
38	38	38	38	38	38	38	38	38	37	37	37			
7	7	17	17	17	17	17	17	17	17					
17	17	7	(7)											



MONZA, Italy — The Italian Grand Prix was a real paradise for newsmen. What ever sort of story you were looking for was there. For example — on the first day rain stopped practice and during the lull the Italian organisers filled the time by measuring all the cars and finding that almost half of them were outside the regulations, including to their enormous embarrassment, the Ferraris.

Then on Saturday morning the sun shone and everyone had one session in which to establish their grid position. Good dramatic stuff with everyone putting two days normal work into one hour. I was delighted to make a time which put me on the front row along with Laffite in the Ligier.

Light relief while all this went on was provided by the little groups of spectators who gave James a real hard time catcalling and booing him and waving banners bearing the slogan *basta con la mafia Inglese* (down with the English mafia). A passionate reference to the wrangles and hassles from the McLaren/Ferrari fiascos in both Spain and England.

Then if that wasn't enough the real drama came when the organisers announced that two British teams' (McLaren and Penske) fuel had been analysed and found to be illegal — the octane rating was over the limit. So Hunt, Mass and Watson's practice times from Saturday were annulled and they were told that they would take their grid positions according to their times in the Friday downpour, James and Jochen were on the absolute back of the grid and John wound up as first reserve until Guy Edwards agreed to step down and give his grid place to Watson.

If you couldn't get a decent story out of that drama and intrigue, there was always Niki's spectacular comeback and his run into fourth place, James' collision with Tom Pryce, Ronnie's race win and the police chase through the car park after the race in which shots were exchanged.

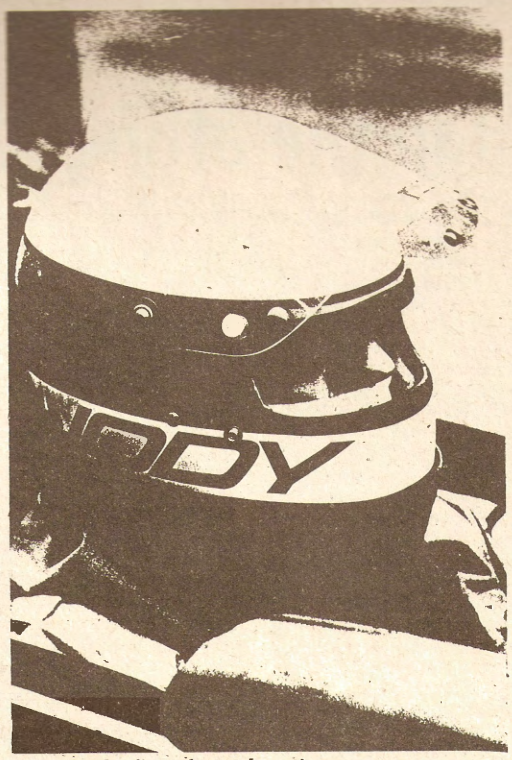
Monza is all sorts of things, but it's never dull.

Practice went pretty well for me. That car was set up well and I went out and wound it up. It was a cold day and the longer you stayed out and the warmer the tyres got so the times got better. So I stayed out. Right up until three minutes before the end I was on pole position with fastest time. Then in the last three minutes just when I was going to try for a real hot one she started to stutter from lack of petrol. Ken gets pretty mean about how much petrol he puts into the cars because he reckons that every pint of fuel you carry slows you down one hundredth of a second. So I got pipped for the pole by Laffite in the Ligier.

But that still left me on the front row which at Monza is good news. At the start it drizzled and there was the usual mild confusion over what to do about tyres. The organisers declared it a "dry" race and everyone started on slick pattern tyres.

Laffite in the 12-cylinder Ligier out dragged me in the first mile long run to the first chicane. He was just in front and Carlos Pace in the 12-cylinder Brabham-Alfa was trying to find a way past me. I was able to leave my braking just a scant fraction later than Laffite and was (a slightly out of shape) first into the chicane. A really valuable advantage.

Ronnie came pounding through and pretty soon was on my tail with Patrick behind him. I wondered what Ken was thinking at that point — he'd got his current team and his next year's team up



there in the first three places!

For ten laps I held the lead and then suddenly the engine lost an edge of power and Ronnie came zooming past followed by Patrick. Suddenly from holding a comfortable lead it was as much as I could do to struggle and stay in their slipstream.

There was a point when I thought the engine would seize up but it didn't. One by one they came past me during the next twenty laps — Laffite, Regazzoni and later in the race Niki. Then towards the end the same trouble struck Patrick (but a little worse and he dropped back behind me.

On the last lap in the last corner I was lying fifth and I squeezed everything out in an effort to pass Niki. I came level with him in the turn, ducked under him and he was able to outgun me in the dash to the line getting there just half a car's length ahead of me.

There had been a few white knuckle moments during the race as the rain came and went. I had two different lines for most of the corners — a wet line and a dry line. The wet line is safe but slow. Because the rain was erratic I chose the wrong line a couple of times and wound up scratching around the Lesmo a couple of times like a cat on wet lino. Not funny at over 150mph!

There are worse things than finishing in the Italian Grand Prix. But it's a little disappointing to have to go through first, second, third and fourth places to arrive at your fifth place.

The future

It's no secret that Ronnie Peterson will join the Elf-Tyrrell team for 1977. That was announced last week. But what has been something of a closely guarded secret has been my racing plans for 1977.

First thing I'd like to say on this point is that there has been no bust-up in the Tyrrell team. No harsh words. Ken offered me a contract for 1977 and I spent a long while thinking about it before I declined. Some people have suggested that my decision to leave Tyrrell came after the Austrian GP when my suspension broke and I crashed in the same place where Mark Donohue was killed last year. This isn't the case either. When you go racing you accept that sometimes things will break You don't leave a team simply because something breaks or because their reliability record begins to flag.

I'd been with Tyrrell for three years and I think the relationship had gone a little stale. I was going as well as I ever would and I could not see that there was going to be much improvement in the future. The way to improve my chances was to create a whole new operation.

And that's what we've done. Put together a whole new team and a new car. It's a big bold step. But I don't believe that anyone ever won major issues by making half-hearted decisions.

Walter Wolf, the Austro-Canadian oil millionaire, is financing the new team. Harvey Postlethwaite is designing a new car and we have Peter Warr who has just resigned from Lotus after 15 years to join us as team manager.

The way I see it that's a really tight knit Top People team. For me it's a perfect combination of people. We are all the same age group, we think alike and we speak the same language.

The whole project is an enormous challenge and one that really excites me. We will be a new team with a new car taking on the establishment. I have great faith in Harvey as a designer and Peter's way of running a team has always impressed me.

Chris Amon will run a Formula 5000 car next year in America in Walter's colours and he's going to be available to us to help with the testing and development on the F1 car as well if we need him. I have great respect for Chris' test driving abilities, he's the most sensitive and experienced development driver in the business. He's opted out of Formula One for next year and just wants to do F5000 which suits us fine. We're going to be a one-driver team with Chris happily on hand to help if we need him. And there are many times when it's very useful to have a second opinion.

The Tyrrell team was good to me. I learnt a lot about racing and a lot about life in general from Ken. I like to think it was a two-way relationship. I always drove Ken's as fast as they would go and in return for all ge he gave me, I gave him four Grand Prix wins. We're still good friends and I like to hope it will stay that way.

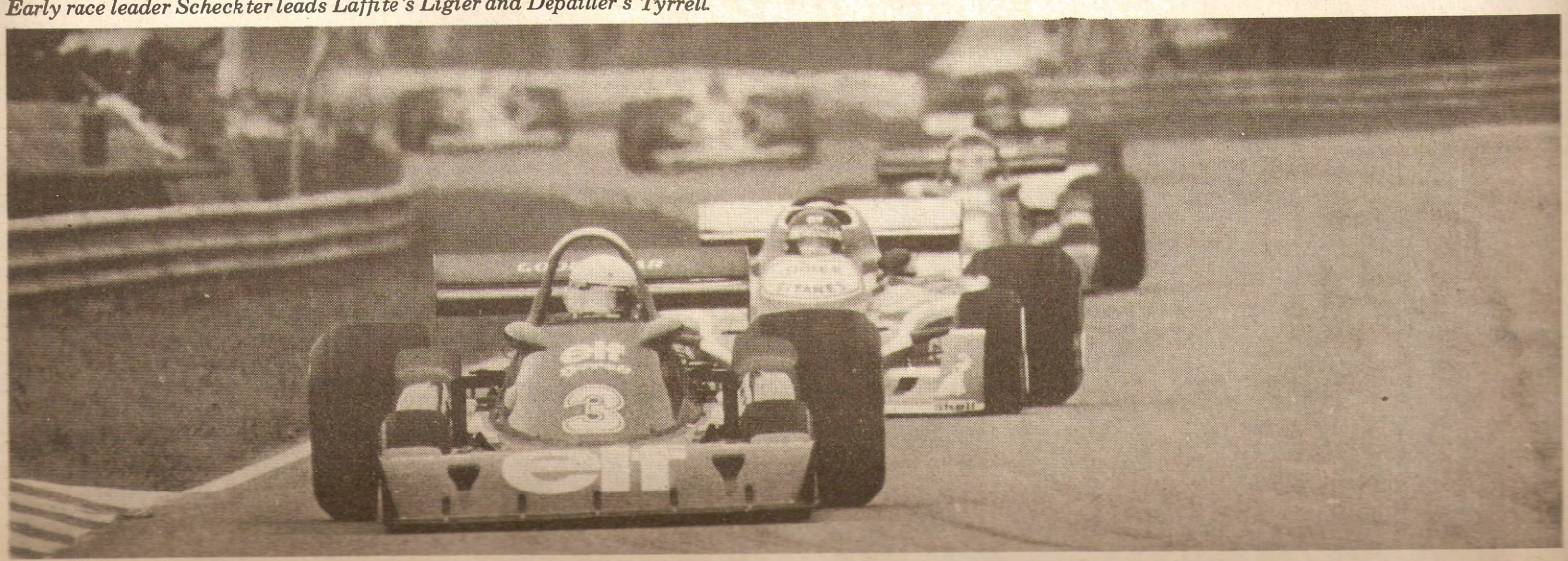
I think Ronnie will fit into the team quite well. It's amazing how one result can produce such different opinions from people. After Ronnie's win on Sunday Max Mosley said with some feeling, "I wish Ronnie had done that four races ago."

Ken's reaction was, "I'm glad I signed him last week."

Ronnie said afterwards, "On the cooling down lap I really began to wonder if I'd made the right decision to leave March."

So there it is. That's our plan for 1977. But we still have three races in Canada, America and Japan. I'll still be driving the Elf-Tyrrell as hard as I know how. The name of the game is trying to win what ever you're driving. □

Early race leader Scheckter leads Laffite's Ligier and Depailler's Tyrrell.



CASTROL MANX — RAC ROUND 10

A fascinating duel in the offing

A number of members belonging to various premier national rally teams have been absent for a few days recently (and even weeks in some cases), a sure sign that the time is right for the annual Castrol Manx Trophy Rally which this year is in the ECR series for the first time (the CSI inspector is Jack Kemsley), as well as being a counter in the *Motor* RAC championship (round 10). Though much the same as usual in terms of stage miles and route, the event has been "Europeanized" somewhat in terms of peripheral organization and in the regulations themselves which will have the effect of tightening up timing considerably.

The results of the first stage will be used to re-seed the entire entry so the starting numbers have little significance until Friday afternoon when the new list is published. There are 46 stages in all, totalling 145 all tarmac miles. The re-seeded entry will leave Douglas Promenade at 13.30 for a virtually non-stop 12-hour thrash around the island, returning to the promenade at approximately 01.30 on Saturday morning. The re-start is scheduled for 09.30 on Saturday and the survivors will be back in Douglas about 17.00 that afternoon.

His last rally appearance in the UK before the RAC. . . . after the Ulster debacle, he will be even more determined to thrash the Porsches.

Last week, with the threat of a seamen's strike looming, and the possibility of a severely restricted entry, a decision on whether to cancel the event was deferred until Monday, by which time the prospect of isolation had temporarily evaporated. Of the seven French entries (Simca Rallye 2s), two had almost made it back to France before they heard that the rally was out of danger. They are now back on the island!

The Manx promises to be perhaps the most interesting clash yet seen between the Porsche Carreras (of Cahal Curley, Desmond McCartney and Brian Nelson) and the RS1800s of Clark, Vatanen, Brookes, Coleman, and Airikkala. Accepting that the result of the Ulster Rally was just one of those rare things as far as Ford were concerned, one would expect the battle to go very much the way of the Ford battalions, despite the obvious speed of the Carreras. Dunlop slicks will be more widely in evidence than they were last year. These tyres give phenomenal grip in the dry, and in conjunction with pace notes (some crews must know these stages blindfold) the action will be very very fast indeed. Brookes may well be using Lucas/Cosworth fuel injection after his experiments on the Ulster Rally recently; while Vatanen's badly bent RS1800 has been hastily repaired by the Boreham mechanics — since there was no readily available replacement on hand. We hear that it now has a new roof and a number of new panels, plus new front suspension and some straightening of the chassis rails. The car is not planned for replacement until the RAC in November.

It is to be hoped that both Leyland, Chrysler and Vauxhall will be able to get in on the action at the front. The TR7s are running higher (4.9) differential ratios in conjunction with their five speed gearboxes, and Pond's car will be utilizing a lower profile slick tyre than team mate Culcheth, in order to even out the gearing. The cars are said to have over 160bhp at the rear wheels and the team have put an enormous amount of work into this rally. The Vauxhall is a very quick car now and Will always goes very well on the Manx. With over 240bhp on hand and weighing only just over a ton laden, the Magnum should be right up there. DOT will be running their brand new "lightweight" Kadett for Tony Fall; but the star of the show, predictably enough, will be the Chequered Flag Stratos 2 which on this occasion is being driven by Per Inge Walfridsson. Per had a torrid time with the car during tarmac testing in England on Monday, spinning it a number of times in the wet conditions, but as a result of these tests it has been found that Pirelli P7s are superior to the eam's existing rubberware owing to the fact that they are more progressive and give more control on the limit of adhesion. Andy Dawson, who also drove the new car on Monday, remarked that it felt much quicker and tauter than the previous vehicle. Its chances on the Manx would appear to be good.

No go Kadett

DOT's entry on the Manx this weekend will be the last of Tony Fall's rally outings before the RAC, when he will be driving a Group One GTE Kadett, leaving the G4 battle to Walter Rohrl. The new lightweight car which has been prepared for the Manx will be put 'into mothballs' and it is not expected to be seen again until next season. Yvonne Pratt will be accompanying Tony on the Manx as Mike Broad has pressing business commitments which have at the last minute scotched his Manx plans.

Leading crews

The Manx top 30 are as follows:

1, Roger Clark/Jim Porter (RS1800); 2, Billy Coleman/Henry Liddon (RS1800); 3, Tony Fowkes/Bryan Harris (RS1800); 4, Cahal Curley/Austin Frazer (Porsche Carrera); 5, Desmond McCartney/Terry Harryman (Porsche Carrera); 6, Russell Brookes/John Brown (RS1800); 7, Per Inge Walfridsson/Martin Holmes (Lancia Stratos); 8, Ari Vatanen/Peter Bryant (RS1800); 9, Pentti Airikkala/Mike Greasley (RS1800); 10, Brian Nelson/Derek Smyth (Porsche Carrera); 11, Tony Pond/Dave Richards (Triumph TR7); 12, —; 13, Will Sparrow/Ron Crellin (Vauxhall Magnum); 14, Dennis Easthope/ — (Porsche Carrera); 16, Chris Sclater/Paul White (Chrysler Avenger); 15, Brian Clucheth/Johnstone Syer (Triumph TR7); 17, Tony Fall/Yvonne Pratt (Opel Kadett GTE); 18, Mike Crabtree/Phil Short (Porsche Carrera); 19, Nigel Rockey/Derek Tucker (RS1800); 20, John McLean/Donald Grieve (Porsche Carrera); 21, Ian Corkhill/Martin Wasley (RS1800); 22, —; 23, Derek Boyd/Roy Kernaghan (Porsche Carrera); 24, —; 25, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger); 26, Henry Inurrieta/Martin Whale (RS2000); 27, Jim McRae/Ian Muir (Vauxhall Magnum); 28, John Coyne/Patrick Potts (Chrysler Avenger); 29, Phil Cooper/Eddy Bamford (Mini 1275GT); 30, Pat Ryan/Fred Gallacher (Dolomite Sprint).

Spectating

Friday

SS 1 Ballanard Crossroads ref: 376778. Approach from Douglas, road closed between 09.30 and 12.30.
Cronk-ny-Mona ref: 385792. Approach on A21 via Willaston housing estate. Roads closed between 09.30 and 12.30.

SS 2 Five and a half mile Corner ref: 355880. No access or egress while roads closed between 14.00 and 17.00.

SS 5 Reservoir House ref: 358831. Approach from West Baldwin. Roads closed between 14.25 and 17.25.

SS 7 Old Mines Buildings Area ref: 262789. Good parking. Approach from Foxdale/Castletown road via A36. Roads closed between 18.40 and 22.10.

SS 8 Roundtable Crossroads ref: 247759. Approach as for special stage 7. Roads closed 18.55-22.25.

SS 14 Stoorvey Crossroads ref: 295863. Approach from Cronk-y-Voddy along the A4. Roads closed between 20.30 and 24.00.

SS 19 Glascoe Chapel ref: 447909. Approach via the coast road (A10). Road closed between 21.40 and 01.10.

SS 24 Abbeyland Crossroads ref: 371795. Approach from Douglas. Roads closed between 22.50 and 02.50.

Saturday

SS 30 and SS 38 Druidale River (as SS 4). Roads closed between 09.30 and 12.00; and again between 13.00 and 16.00. Brandywell Cottage (SS 30) ref: 345866. Approach from Injebrick on the B22.

SS 31 and 43 Old Mines Buildings Area (as SS 7). Roads closed between 10.10 and 13.10 and again from 14.05 to 17.05.

SS 32 and 42 Roundtable Crossroads (as SS 8). Roads closed between 10.20 and 13.20; and again between 13.50 and 16.50.

SS 46 Bungalow ref: 396867. Approach from Sulby on the A14. Roads closed between 15.20 and 18.20.

WCR news

Heatway Industries Ltd, which has sponsored New Zealand's annual international rally for the last five years, has withdrawn its support but the 1977 event is to be a round in the world championship series. The rally will now be sponsored by Radio New Zealand which was an associate sponsor for this year's rally.

Heatway has withdrawn because the company has found that the rally is getting too large for one company to finance, according to marketing director John Wells.

It is believed that Heatway's bill for this year's rally, won by Andrew Cowan and Jim Scott in an Avenger, was about $50,000 (NZ).

The fact that the rally is being included in the world series next year probably hastened the company's decision to withdraw sponsorship, as this will add sharply to the cost of running the event.

Wells said that the event had done a lot for his company, but there was a limit to how much money a single company could put into an event of that nature. However, he added that Heatway would not pull out completely and would be associated in some way — possibly car sponsorship.

The 1977 Radio NZ Rally will start in Wellington on May 1 and the route will take the competitors through Palmerston North, Napier, Gisborne and Rotorua and finish in Auckland on May 7.

Rally boss Murray Thompson said that the rally had been brought forward to early May — it is usually held in July — because of the more favourable road conditions at that time of the year. The event will fit nicely into the 1977 WCR calendar. The FIA has already announced that the New Zealand rally will be one of the 11 events next year.

In the meantime Thompson is about to visit several of the world's major car manufacturers to promote the 1977 event.

Just like old times

A battle of the Mini Giants seems to be on the cards for the Tour de Corse (WCR Round 10 November 6th). Peugeot have entered two 104ZS coupés for Makinen and Mikkola, while Renault have apparently replied to this news with at least one entry of an R5 Gordini as well as two Alpines — one of which is expected to be a V6 A310 if all goes well on the car's debut which is this weekend on the Tour de France (starting in Nancy tomorrow). This car is being driven by Jean Ragnotti.

Leading entries for the Tour de France include a BMW CSL Silhouette for Francois Migault (should be a fine sight on Burzet!), Andruet in a Turbo' Stratos, Nicolas in an 1800cc A310; Michelle Mouton in a Carrera; and Christine Dacremont in a Stratos.

Renault V6

We hear that Renault's plans next year include building a V6 A310 Alpine for Ragnotti to drive in the European Rallycross championship.

Tony Ford on his way to victory in the recent Southern Stages.

Belatedly

News we omitted from these pages last week was of the Ford Rally Person of the Month award which on this occasion went to the talented UMP producer, Barry Hinchcliffe, for his excellent work in the field of promoting rallying through his fine films which include epics such as "From Harrogate it Started" and "Rallying to Win" etc. His most recent work, "Scotch — and Dry" made for Esso and concerning this year's Scottish Rally is another superb piece of work; and Barry has through his production skill and his enthusiasm, for the sport clearly done rallying a great service. While agreeing almost unanimously with this verdict, the panel decided to award the financial stake to the Peter Waldon Appeal fund for the dependants of the club rally driver who was so tragically killed on the ATS Stages recently. The normal £100 cheque was doubled by Stuart Turner in this instance.

Super Woman

In the inimitable words of the press release: "The gruelling, action-packed life of the rally driver is one step nearer for pretty 14-year-old Karen Nellis of Langwathby, Cumbria. She put every ounce of her courage and determination into competing against overwhelming odds, for she was the only girl in the 'over 14' section of the Border Television Young Rally Driver Competition."

The final of the competition took place on a disused private airfield and finalists had to drive Tony Brunskill's G2 Avenger for Border TV's cameras. Karen apparently flung the car about with such verve that she won the contest which was judged (and set-up) by Brunskill. The prize is an "expenses paid" trip to the Manx at the weekend, and includes a trip in the back of Tony's Avenger along two stages. Border will be filming the episode and it will be shown as part of their *News and Lookaround* programme on Friday, September 24.

Tough San Remo lies ahead

Latest news from the San Remo Rally (round eight of the WCR championship) which takes place between the 6th and 9th October is that leading entries include three Alitalia Stratos for Munari, Waldegaard and Pinto, plus a works assisted entry for national championship leader "Toni". Fiat have their full rally team entered with four 131 Abarths for Alen, Verini, Bacchelli and Cambiaghi; while the Euro Handler Team are alleged to be sending two Kadetts for Rohrl and Nicolas.

There are an amazing 530 miles of tarmac stages within the overall route of just 1006 miles (there are only 50 kilometres of loose gravel surfaces) and the stages are all up and down mountain passes, making the Sam Remo perhaps a greater test than even the Tour de Corse — the "rally of the 10,000 corners". The San Remo is run as a 23-hour non-stop event, the final 14/hour loop being attempted by only the leading 60 crews. Systematic re-surfacing has cut down the availability of gravel roads which are in any case less suitable from the organisers' point of view as the villages demand payment for rebuilding (where have we heard that one before!) The longest stage is 65kms — by European standards very long indeed; while the very first stage of the event is 47kms which should really drop crews in at the deep end.

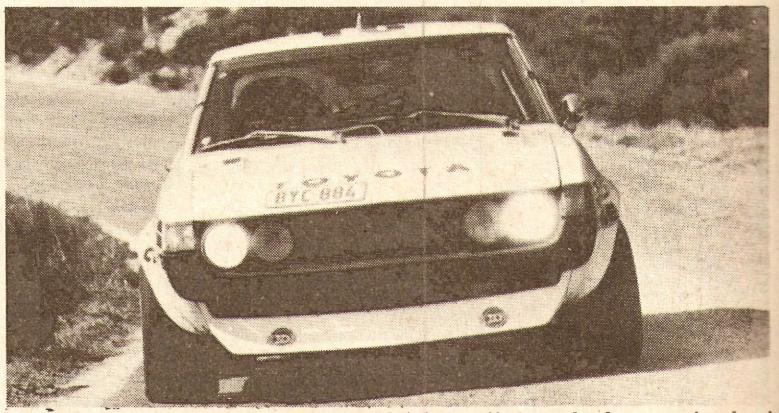
The only possible British entry at present is that of Russell Close/Martin Holmes in the Motorcentre G2 RS1800. It will certainly be a tough event!

Oates confirm RAC Toyota entries

Following our story last week that Toyota would be entering a Celica for Mikkola on the Lindisfarne and the Castrol '76, Oates Garage (Toyota main dealers at Willington, Co. Durham) confirmed to us on Monday that a car for Mikkola/Hertz would be entrusted to their care for the weekend and that the Oates Garage 1600 Celica driven by Fred Henderson, which is currently leading the RAC up-to-1600cc G2 class, would form part of a two car Toyota team on these events.

Therier joins in

Toyota's RAC plans involve two Celicas for Hannu Mikkola and Ove Andersson, while Jean Luc Therier, who has been campaigning a Celica in French national events this year, will be driving a 16-valve Corolla 1600. The last time Therier competed in the RAC, he was leading the event in an Alpine A110 until very near the end of the event.



Jean-Luc Therier on his way to seventh (after suffering a broken steering box) on the Ronde Cevenole recently.

Harrogate is Mintex home

As we intimated earlier this year, the new venue for the Mintex International will be Harrogate, where the event will be based between February 24 and 26. Harrogate, a previous RAC starting point, is ideally sited between the north Yorkshire forests and the stately home stages further south, and the 100-acre Yorkshire showground will be used for scrutineering and start. Rally HQ will be the 160-room Hotel Majestic, and preferential rates are currently being negotiated. Some 200 miles of forest stages are apparently being planned and other special stages are being negotiated at Castle Howard, Nostell Priory, Bramham Park and Harewood Hillclimb. Regs will be published in October.

● In addition to the Barry Lee Datsun Violet entry on the Cestrian stages, George Hill will be competing in a Ford! George will be using Malcolm Byron's RS1600 in the event.

Stratos for the Cork '20

The first bulletin of the *Kinsale Klaxon* (B and I Line Cork '20) burst upon the unsuspecting ivory towers of motoring journalism last night as its salivating, demonic "editor," raving in epileptic fury from his padded attic cell somewhere in Pangbourne (near the Copper Inn public house and not that far from the river), gave us the latest stories to rock the rallying nation.

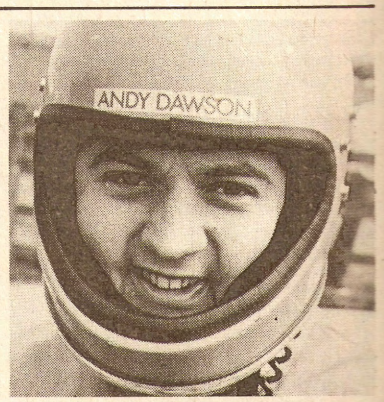
Although safely locked away from morbid public scrutiny in his barred attic cell, the fearsome "Monster of Coleshill" sounded chillingly close as he wheezed down the telephone with the news. Yes, this grotesque throwback from a forgotten age has now contacted Ireland in his frenetic attempts to break free from his Pangbourne prison. On the pretext of encouraging British entries to the Cork '20, the "Monster", with fiendish low cunning, evidently hopes to slither stealthily away into the wastes of Ireland where he can recover his former youth and status as a one-time gigolo and society dilitante — Foden reincarnated!

In the mean time he has informed us of some exciting entries to the Cork '20, a tremendous all-tarmac event won last year by Cahal Curley and which this year is scheduled for the first weekend in October. Apparently there are 60 entries received to date for this splendid rally including an inimitable team of three Chrysler Avengers comprising Bernard Banning, Jeff Churchill and Robert James!

Top regulars include Curley himself, David Lindsay, Adrian Boyd and Sean Campbell; but the Monster's big news was still to come for it appears the rally is to be the scene of a guest appearance from the Chequered Flag Rally team who are bringing their new Stratos for none other than the talented Andy Dawson to drive. As if this was not enough, the Monster also expects to see Pentti Airikkala competing there with his new RSI800 (in the company of an unknown journalist).

Graham Warner confirmed on Tuesday that the Stratos would be going to the Cork '20 with Dawson as the driver, commenting that one of the main reasons for their presence was that he could not find anyone suitable to drive the car on the Lindisfarne. Walfridsson, the Flag's number one choice, is barred on account of licence problems, Dawson has a Datsun contract, Coleman is contracted to Thomas Motors and Ford, and Tony Pond is, of course, involved with Leyland.

Recounting a full day's testing on Monday, Warner added that the brakes presurizing problem on the Ulster Rally had been traced to a bent rod which was sticking within the master cylinder itself, and both drivers (Per and were present) were apparently delighted with the brakes, which were reported as being superb. Both this and the car's reliability in testing augur well for the the Manx.



Andy who?

By HENRY LIDDON

No solace in Scandinavia

If my annual visit to Finland for the 1000 Lakes Rally had ended as well as it had started with Finnair at London Airport, then I would be the proud possessor of an Omego watch (it went, of course, to my friend Ilkka Kivimaki) and Fords would have added 20 valuable points to their world rally championship tally!

I had intended catching the midday flight to Helsinki, but Finnair assured me that it was full and suggested their Sunday afternoon flight, which left me a bare 15 minutes for an onward connection in Helsinki Airport. Unfortunately, owing to exceptionally heavy air traffic at London, our take-off was delayed somewhat and after a superb flight, we arrived over Helskinki some 15 minutes after my connection should have taken off! My local flight was held for 17 minutes, however, which enabled me to run to the waiting DC9 where 37 commuters gazed quizzically at this sweating Englishman who had kept them waiting — one wonders if British Airways would ever show such consideration to a visitor to these Isles.

Scenically Finland is unique, and this year during practice for the Rally, it was looking more beautiful than ever, as the country had had a comparatively wet summer the grass and trees were looking unexpectedly green — a very welcome sight after the Savannah hues of parched England!

The annoyance caused by practising is a major problem which faces many rally organisers and nowhere is this problem greater than in Finland where so many of the special stages pass the magnificent lakeside summer houses so beloved by the Finns. Mauri Lindell who heads the organising committee for the 1000 lakes, in order to find a solution to this problem, has laid down strict regulations concerning practice, only allowing the route to be published three weeks before the start, and only allowing the use of normal looking Group 1 cars as well as imposing a vigorously checked 80kph speed limit on the stages. Thus all the top crews spend a hectic three weeks practising harder than for probably any other event in the world, many exceeding 10,000 kilometres in the process, virtually memorising every stone and cone on the 430kms of special stages.

Jetting away to Finland may seem a glamorous occupation but when one has gone over a 20 kilometre section of forest road maybe 10 times, writing and then perfecting pace-notes at all hours of the night and day, the occupation does not appear so attractive, particularly as the Finnish drivers in their native habitat appear to use an entirely different segment of the 24 hours to us normal human beings. However, this nomadic life has its compensations as the sunsets over the lakes of this fabulous country cannot be described by mere words.

During the course of our recce particularly where the route went to within a few kilometres of the Russian border, we used a caravan as there is but one hotel in the area, and being able to park on the stages had its advantages. Enthusiasts of the sport may well know Mr Makinen as a competent driver, but I can vouch that he is also a superb cook — the *specialité de la maison* being Finnish fish soup and eggs and bacon!

The rally poses a unique problem for an English co-driver, as the Finns with their tremendous will to win, practice up until the last moment, which leaves a very limited time in which to re-write one's precious pace-notes, and although the drivers virtually memorise the stages, it is very interesting to see what happens when one stops reading the notes!

The Ford entourage arrived in Jyvaskyla on schedule during Monday and Tuesday, some three clear days before the start which might have seemed a trifle early, in fact everything seemed to be going so well that a game or two of squash was managed; but then it all went wrong — during last-minute testing of the car, the cylinder head gasket blew and Peter Ashcroft was forced to alert Boreham to fly a new engine out overnight. Then there were problems with tyres when the newly moulded 15in A2 gave trouble at Fort Dunlop, but jovial John Horton, smiling as ever, arrived with £150 worth of hand baggage at Helsinki Airport, whereupon the Customs officials looked the other way. (His "Goodies" were, after all, destined for the 1000 lakes rally!) Hours before the start Timo's car developed a mysterious brake fault, this all meant that we came to the start line in not the best frame of mind! . . . Within 50 metres of the start on the first special stage (a 3.8 kilometre gravel road around the giant ski jump at Laajavuori) Timo, almost by tradition, was fastest, despite the brake trouble, driving with all his old verve and skill (which some knowledgeable spectators said was lacking last year). "Old foxy" certainly set out to show the "Young Pretenders" what it was all about!

The story of the rally is history now, but no report can convey what goes through a co-driver's mind when sitting beside these incredible fighting, flying Finns — on such dramatic stages as Urria with its big jump, or Kokkosenlahti (The long one) or even the incredible special stage, appropriately named Humalamaki, which in English means "drunken hill".

The rally was going superbly for us, Timo having made fastest time on five out of the first seven stages when disaster struck on stage eight. The car began misfiring badly soon after the start, and we appeared to crawl over the 22 kilometres to the end, although we actually made fifth fastest time! Some 30secs behind Alen. As we had service after every stage, it didn't look so bad, the mechanics thought a loose plug lead was the answer, but on pulling away from the next start line after the marshals shout of "Aja" (Go), the terrible misfiring started again and Timo's voice through the intercom intoned "Water in the petrol". He was eventually proved right. At the next service point we replaced some of the electrics, but as every stage went by, we were losing more and more time until it was decided to drain the petrol tank — this is a slow and laborious process owing to the nature of the foam-filled safety tank.

What should have taken 15 minutes, took over half-an-hour and despite risking a radar check we lost 13 minutes on the road, which in penalties is equivalent to over two minutes of stage time. Our bid for victory was doomed — a bitter disappointment and the mystery still remains as to how some 10 litres of water came to get into our petrol tank.

With Vatanen rolling on stage 13 it was not Ford's day, but a worse fate had befallen the Swedish Saabs who will definitely be making stronger sump guards for the RAC Rally in November.

Markku Alen and Ilkka Kivimaki particularly during the second half of the event while running on their 3½ cylinders drove a superb tactical rally which showed great maturity — something which might not have been said of Markku two years ago!

Penti Airikkala's drive was sensational and Alan Blake of Avon Tyres is definitely looking for a new cure for headaches after celebrating with David Sutton this second place which must be a spur to other semi-privateers! One wonders where Russell Brookes would have finished if only he could have found a little more support for his proposed entry. He alone might have proved Stuart Turner correct when after watching the 1975 Event S.T. said, "A good British driver could make the top five places."

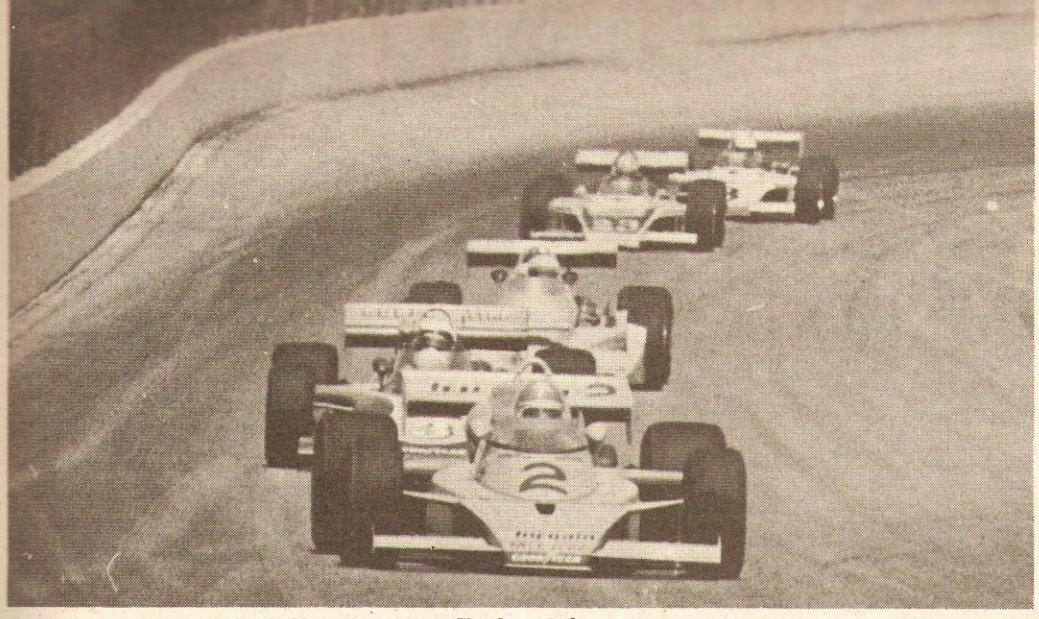
The trip started well, the Rally was unlucky but the finish of the story is disastrous. . . .

With Finnish hospitality being what it is, an 06.00 alarm call for departure to the Airport is not to be recommended, especially if accompanied by Peter Ashcroft who was regretting a night of lavish entertainment provided by hopeful prospective Finnish drivers!

Luckily, "the taxi" to the airport was conducted at high speed by one Ari Vatanen . . . arriving back in England on a Bank Holiday Monday, especially to London Airport's terminal 2 cannot be highly recommended. With only 18 hours at home before catching a boat to France I spent six of these precious hours compiling the AUTOSPORT report on the Rally only to have it mislaid en route to the printers from Bristol. That's life!

□

Traditional 1000 Lakes action from a determined Makinen last month. . . .



Rutherford's McLaren leads Unser's winning Eagle and the rest.

Bobby comes on strong

Bobby Unser narrowly wins California 500 for Eagle — Rutherford holds off Johncock to take second place — Report: GORDON KIRBY

As early as the 200 mile mark, last weekend's California 500 seemed best forgotten. A litany of blown engines and crashed cars had bottled up the race with yellow flag upon yellow flag and the racing conditions, affected as they already were by 90 degree temperatures and blustery winds, were fast deteriorating under a thickening coat of oil. It looked like being a long, hot miserable afternoon for those who might survive to the end.

But USAC Championship racers are a tough lot and difficult conditions or not, four of their number — Gordon Johncock, Johnny Rutherford, Wally Dallenbach and Bobby Unser — soon began to get stuck into a hard, forceful battle which turned the character of the race right around. With only eleven of the last one hundred and twenty laps being restrained by yellow flags this four-cornered struggle was able to evolve without disruption. To the surprise of many it was Boddy Unser who ultimately took control of the race and pushed on to score a strong victory from Rutherford and Johncock.

In that way Bobby Unser, starting Cobre Tire's conventionally-disposed Eagle from tenth place, became the fourth man to win two USAC Championship rounds this year. At the same time Rutherford and Johncock, by virtue of their respective finishes pulled themselves into an exclusive, two-way battle for the year's Championship.

ENTRY & PRACTICE

This has been the healthiest year of USAC Championship racing in a long time. The nine rounds previous to Ontario had seen six different drivers and five different chassis win at least one race apiece and as the teams prepared for this last 500 miler of the year there were as many as seven men who enjoyed a mathematical potential at winning the Championship. With 1,000 points available to the winner of the California 500 this was going to be very much a "pivotal" chapter to the thirteen-round Championship. Johnny Rutherford, Gordon Johncock, Al Unser, Mike Mosely, Wally Dallenbach, Tom Sneva and A. J. Foyt were the seven men who came to Ontario with a theoretical chance at the USAC title; it was bound to be a pretty titanic 500 miler.

Practice began a week before the race and continued on through the following week with qualifying taking place on Wednesday and Thursday.

It was no mean achievement considering the hot and blustery conditions for A. J. Foyt to earn pole position — his fifth of the year — after missing the first two days of practice. A.J.'s mother had suffered a stroke just as he was about to leave for OMS so that he remained in Texas for a few extra days until her condition stabilised. As soon as he arrived at Ontario, however, Foyt got down to business. When his time came to go out for the traditional four laps of qualifying, Foyt's team rushed out from their garage with a set of fresh Goodyear tyres they had been hosing down with water. With these bolted into place only moments before going out Foyt, master of the "psych game", was well-primed for one of those knife-edge performances. Driving the same "little" Coyote Foyt V8 he had used at Indy his first lap was over 190mph; his second lap was faster again, 191.7mph. All A.J. had to do was hang on as his tyres grew inevitably too hot. His third lap was spoiled by a bit of a tail waggling moment through the last turn but he kept it at more than 190mph and even though a *large* snap of the tail at the same place on the last lap meant that it was the slowest of all Foyt's average remained at 190.416mph (3m 09.06s). That did it. Foyt was on the pole. Again.

Making his third appearance since Indianapolis with the very neat Roman Slobodynskyj-designed Hopkins-Offy was 1972 USAC Champion Roger McCluskey who showed the potential of the Hopkins (seven examples of which are to be built this autumn, five of them being offered for sale) by qualifying it second fastest at 3m 10.24s or 189.235mph. On the eve of the race the virgin white Hopkins was suddenly snapped up by that most lugubrious of sponsors, First National City Travellers Checks. Completing the front row was Roger Penske's excellent young USAC driver Tom Sneva whose speed and style belies the few years he has spent in Championship cars. Neat as ever Sneva lapped the Norton Spirit McLaren M16C/D just a hair slower than McCluskey.

On the inside of the second row was another young man driving for an experienced team. In this case it was Duane "Pancho" Carter in Dan Gurney's Jorgensen Eagle, car and driver making their first appearance since Poncono two months ago. In the meantime the team has been reorganized under the guidance of Jack McCormack (of Sam Posey and latterly Talon fame) and the car rebuilt with a single, large water radiator mounted along the left side of the forward portion of the cockpit. Carter was just three-tenths slower than Sneva over the four laps.

The rest of the second row was filled with a pair of bright splashes of red-orange paint along the flanks of the Patrick Racing team's two Wildcat Mk2s. On this occasion Wally Dallenbach outqualified Gordon Johncock by a quarter of a second.

Neither Johnny Rutherford nor Al Unser were happy with their respective McLaren-Offy M16E or Parnelli-Cosworth VPJ6B in qualifying seventh and eighth fastest. Rutherford and the McLaren just couldn't find the right chassis balance while the Parnelli team had a series of niggling engine problems in tuning the DFX to the dry air and things were complicated by Al having to revert to the unraced spare car after a comprehensive shunt (he came unstuck in the crosswinds) with his regular car on Tuesday. On the outside of the third row was Mike Mosley, continuing to show his best form by lapping the Sugaripe Prune Eagle at more than 185mph.

Tenth quickest qualifier was Bobby Unser, preparing for his second start in recent weeks with the Cobre Tire team's 1974-spec. Eagle. You might recall that this team withdrew from competition after a series of engine failures at the Pocono 500 so that they could reorganise themselves with a new engine man tending to their 1976 Offies and a chassis of known configuration. Sitting beside Unser in the middle of the fourth row was F5000 man Danny Ongais making his contemporary USAC debut (he did do a few short track races some five years ago) in the second Parnelli-DFX VPJ6B turned out in the black of Interscope Racing. Ongais passed his driver's test early in the week and qualified at more than 184mph despite a sticky "pop-off" valve. Danny himself seemed even more confident about this oval business than he does at Formula 5000 races while *patron* Ted Field suggested, "This is what he likes to do you know, keep his right foot down all the time!"

Tom Bigelow continued to show good form since his move from the Vollstedt team to the Eagles of the Leader Card outfit and he earned his best-ever 500 starting place, on the outside of that fourth row. The fifth row was made up of Steve Krisiloff having his first race in the Thermo-King Eagle and only his second start of the season; Bill Simpson was beside Krisiloff in his latest car, the ex-Penske McLaren M16C/D driven by Mario Andretti at Indianapolis this year; Jerry Grant filled out the fifth row with Fred Carrillo's stock-block AMC V8 Eagle, making its first appearance since Indy and boasting a multitude of modifications including using the only Weismann F5000 gearbox as well as carrying the engine some 3ins lower in the chassis.

Notable non-starters included Johnny Parsons and Janet Guthrie. Parsons had crashed his only chassis during Tuesday's practice, bending the Eagle's tub badly enough for proper repair to be impossible in the time available while Miss Guthrie was again bedevilled by engine problems in her Vollstedt and was unable to complete a qualifying run. Other than Ongais a notable "rookie" to make the field was 24-year-old Rick Mears who has been making a name for himself in Off-Road racing and recently in California club racing circles. Mears qualified the ex-Bill Simpson Eagle in twentieth position.

FASTEST QUALIFIERS

A. J. Foyt (Coyote-Foyt/Ford 75)	190.416
Roger McCluskey (Hopkins-Offy 76)	189.235
Tom Sneva (McLaren-Offy M16C/D	189.215
Pancho Carter (Eagle-Offy 74)	188.937
Wally Dallenbach (Wildcat-Offy Mk2)	187.764
Gordon Johncock (Wildcat-Offy Mk2)	187.510
Johnny Rutherford (McLaren-Offy M16E)	186.732
Al Unser (Parnelli-Cosworth VPJ6B)	186.181
Mike Mosley (Eagle-Offy 74)	185.424
Bobby Unser (Eagle-Offy 74)	185.376
Danny Ongais (Parnelli-Cosworth VPJ6B)*	184.228
Tom Bigelow (Eagle-Offy 73)	183.955
Steve Krisiloff (Eagle-Offy 74)	182.983
Bill Simpson (McLaren-Offy M16C/D)	182.389
Jerry Grant (Eagle-AMC 74)	182.186
Bill Vukovich (Eagle-Offy 75)	182.177
Salt Walther (McLaren-Offy M16C)	181.671
Dick Simon (Vollstedt-Offy 73)	181.196
Lee Kunzman (Eagle-Offy 74)	180.786
Rick Mears (Eagle-Offy 73)*	180.560
Sheldon Kinser (Dragon-Offy 76)	178.998
Gary Bettenhausen (Eagle-Offy 73)	178.518
Jan Opperman (Eagle-Offy 74)	178.138
John Martin (Dragon-Offy 76)	177.830
John Mahler (Webster-Offy 76)	176.635
Bill Puterbaugh (Eagle-Offy 74)	180.623
Bobby Olivero (Eagle-Offy 73)	180.252
Roger Rager (Eagle-Offy 73)*	179.194
Mike Hiss (Eagle-Offy 74)	178.891
Spike Gehlhausen (McLaren-Offy M16)	178.784
Mel Kenyon (Coyote-Foyt/Ford 75)	178.235
Eldon Rasmussen (Rascar-Offy 74)	178.191
Todd Gibson (Eagle-Offy 73)	176.930

*denotes rookie

With Vern Schuppan driving the Datsun 240Z pace car the field got off to a good, clean start, Sneva on the outside of the front row nosing away into the lead and stepping smartly across McCluskey's nose well before the first turn. Indeed it looked as if Tom would be able to do the same to Foyt but A.J. wasn't about to have any of that. After all he *was* on the pole and dammit he was going to hold to his line to matter how deep he might have to go! Sure enough Sneva found himself forced to run wide and out onto the short straight between the first and second turns he had to drop in behind the orange Coyote.

Down the backstraight Foyt pulled out a small gap to Sneva while both Wildcats, Dallenback leading Johncock, came diving past McCluskey into third and fourth places. A little further back Al Unser had his Parnelli in sixth but the first five cars were already pulling away from him and within a lap it was obvious as the line of cars stacked up in Al's mirrors that something was amiss with the Pocono 500 winner. Slowly, one by one, the line of cars began to push on ahead of him. On lap 8 the Parnelli stopped at its pits where Al reported that he was 1,000 rpm down. The mechanics fiddled with the fuel injection and took the opportunity to top up the tanks as well, but nothing plainly wrong was discovered. Two laps later he came in again and remained there for six or seven minutes. Not long after, the problem worsening, Al retired the DFX for good. He and his team's hopes for the Championship were gone.

Meanwhile Foyt was going away on his own, pulling out perhaps half a second a lap to the rather detached train behind which Sneva led from Johncock, Dallenbach, McCluskey and Rutherford.

Just about that time Foyt's lead had begun to dwindle but then he made up three seconds in a single lap thanks to the first of the backmarkers. Then, unexpectedly on lap 14, the Coyote suddenly dived for the pitlane. Whether A.J. had started with a light fuel load or whether there was an early sign that something was going wrong one can only guess but there he was making a fast early stop for fuel only. As far as the lead was concerned however that was it for Foyt — he never held the position again.

Just a lap later a slower car spun through the fourth turn which brought out a yellow flag and gave everyone save Foyt the chance of a free stop. If A.J.'s early stop had in fact, been a tactical manoeuvre it had suddenly gone wrong with the luck of the yellows.

Indeed it was yellows which now took over the race. Only three laps from the fifteenth to the thirty-seventh were run under the green with the first heavy dousing of oil also coming at this time when Eldon Rasmussen's Rascar blew out most of its supply smack along the line through the fourth turn and down the length of the front straight. Volumes of cement dust were emptied upon the oil and for as many as a dozen laps the cars were lost in a cloud of white powder whenever they made their way through the last turn.

When the green came out at the beginning of lap 38 Bill Simpson was leading from Bobby Unser, both of them having picked propitious moments to make two fuel stops each so that they were able to get to the head of the slow-moving line of cars. Anyway when the green was waved Unser immediately shot past Simpson and rushed off on his own, the brown Eagle performing very tidily in the elder Unser's hands. At the same time Simpson was doing a good job with his McLaren, losing only half a second or so a lap to Bobby U and holding off a closing challenge from Rutherford's works McLaren.

After five laps of glory, however, Simpson slowed down and crept into his pit, a clamp on one of the turbocharger connectors having worked itself loose. He had to stop again before the problem was properly righted by which time he had lost half a dozen laps.

Meanwhile Bobby U continued to hold a small cushion to Rutherford who was running equally clear of Mosley, Foyt, and the Wildcat pair. A further ten seconds behind Sneva, Carter and Ongasi were running together in an effort to catch up to the other leaders after the shuffle of pit stops under all those early yellows had cast them down around the midfield. On lap 51 Ongais, driving with plainly expanding confidence in the black Cosworth car, dove inside Carter at the first turn and began to pressure Sneva whose engine had suddenly began to sound rough and ratty. A few laps later Sneva stopped at his pit to examine his problems, leaving Ongais with a clear run toward the leaders.

But instead of that the Interscope man's race went terribly wrong. Whether Ongasi was trying too hard and simply lost it or whether something failed on the car is not at all clear but suddenly the Parnelli was sliding out of control along the pitlane just behind said later, "I was looking down at my gauges and when I looked back up I saw a car flying through the air and pieces falling off it every way." Pancho had to spin his Eagle to avoid the disintegrating Parnelli and although he almost got it sorted out the Jorgensen car just touched the wall, heavily enough to bend the rack and end Carter's race. He jumped quickly from his own car and ran to the upturned Parnelli where he was relieved to find Ongais conscious and talking although trapped inside the car. Helped by Salt Walther and later by safety crews, Carter was able to free Ongais who remarkably enough escaped from another accident with only a few cuts and bruises. Danny Ongais, obviously a very fast driver in any kind of car is also very obviously, something of an indestructible character. Hopefully he won't have to rely on that side of his constitution too many times!

It took ten laps of hard work to clean up that mess but almost as soon as the green flag came out again John Mahler crashed into the wall at the first turn, escaping without injury but calling for another yellow. When the green came out again it held for as long as seven laps until yet another crash brought out *another* yellow. This time it was because Billy Vukovich, running strongly in fifth place, lost control in the wind and oil of the second turn and struck the wall a heavy blow. His car was also badly bent but like Ongais and Mahler, "Vuky" too escaped with only bruises and sores.

Then on lap 81 the green flag was waved again and even although we didn't know it at the time, the California 500 now down to as few as five healthy, competitive cars, finally got away to an unhindered run. And just to show the kind of bridled enthusiasm that was tied up inside those cockpits the first four cars in the line ran four abreast down into the first turn!

Johncock dove the lowest of all to snatch the lead from Rutherford and for a while these two settled into a good chase clear of Dallenbach, Mosley and Bobby U. By this time Sneva's ignition problems had been diagnosed as terminal and Foyt, after a couple of extra stops under the yellows stopped for good with low oil pressure. It hasn't been a good year for A.J. and his Coyotes.

On the other hand Johncock's Wildcat and Rutherford's McLaren have been showing off strong records of reliability all year long and as those two settled into a hard chase for the lead there seemed every possibility that it might go all the way to the end. At the same time Dallenbach was showing that he was perfectly capable of running with those two and indeed, as the 100 lap mark came up Wally pushed through to the front for a short while.

Essentially that was the way it was for a couple of hundred miles, certain of the cars showing different advantages at different times as drivers and pit crews changed chassis and tyres, searching for just the right combination in the slippery, windy conditions. Then, on lap 153, just as Dallenbach and Johncock and Rutherford were working themselves into a particularly frenetic stage of their battle, the yellow flag came out because John Martin's car rolled to a stop bang in the middle of the pit entrance. That was just what they all needed. A free stop now would leave them with the necessity of only one more fuel load before the finish.

Four laps later the green flag waved again and although Unser led across the finish line (he had made the fastest stop of the first four) he was soon gobbled up by first Johncock and then Rutherford. Quickly Wildcat and McLaren pulled away from Eagle, while Dallenbach seemed to be well behind Unser in the two previous laps. The Wildcat was refuelled and Dallenbach had a word with George Bignotti before carrying on. Soon the news filtered along the pits that Dallenbach's car had lost fourth gear. Now it was down to three.

On lap 176 Rutherford peeled away from second place for his last fuel stop. Once before Johnny had overshot his pit so that he had to go around another full lap before doing the job properly and now, on this most critical stop of all he almost did the same thing! But he managed to stop the McLaren, albeit a few inches too far forward and the small degree of confusion that threw into the job of fueling and replacing the rightside tyres lost perhaps two seconds.

Nevertheless the McLaren got away cleanly and as it picked up revs off the second turn, Johncock brought his Wildcat in for his last stop. Gordie took on fuel but no tyres, getting out about a second quicker than Rutherford had managed. But as the Wildcat accelerated along the apron of the first turn it caught up to a slower car which was also coming out of the pits and for one hundred or more yards Johncock found himself trapped there. Through the second turn he managed to dart out beside the slower car but even as the Wildcat nosed out onto the backstraight so Rutherford's McLaren came screeching by on the outside. This looked like being it. A clear run to the end now, Rutherford and Johncock running just like that in first and second places.

But wait a minute, what about Bobby Unser? While all this was going on he and the Cobre Eagle were still running and it wasn't until three laps after Johncock's stop that Bobby peeled away for the pitlane. Like Johncock he took on only fuel, but his stop was two seconds quicker than the Wildcat's and as Bobby pushed his way back onto the Speedway he retained the lead he had inherited with the last stops of Rutherford and Johncock! And indeed, as soon as he got up to full speed Bobby began to edge clear of the other two. Very soon it was obvious that he was noticeably quicker than they.

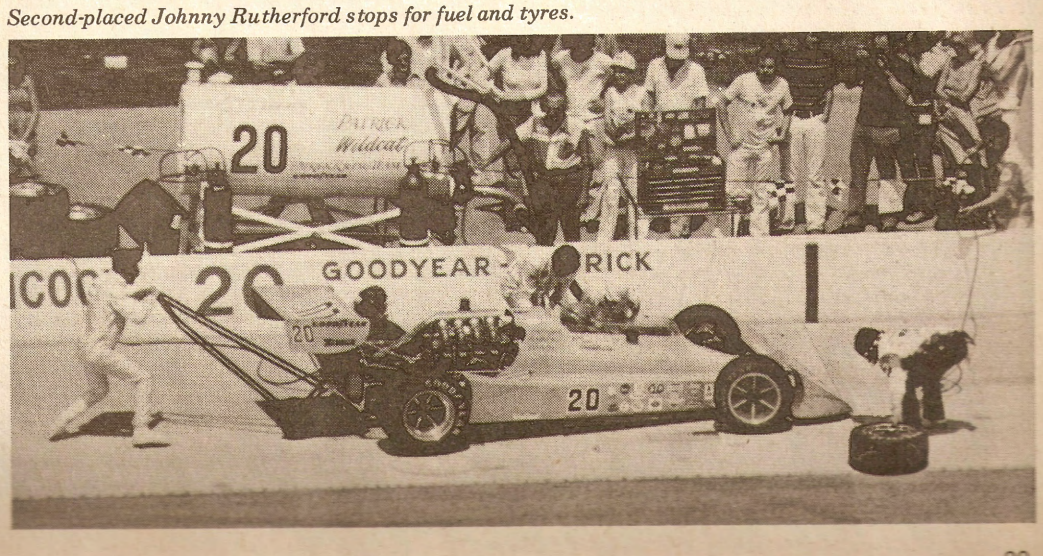
On lap 193 with Unser plainly in control of the race the officials, claiming that a few beer cans had been hurled on the track somewhere, threw out another yellow. That bunched the three leaders together again and on lap 196 the starter waved the green flag for the last time. But it was just as it had been. Unser was able to edge away on his own and Rutherford was able to march fairly smartly away from Johncock whose engine seemed to have lost its edge about twenty laps earlier.

Bobby U, driving very cleanly on the slippery track pushed his way home to a cagey win, his first 500 mile victory for the Cobre Tire outfit. He did by stopping not only at the right times but also once less than Rutherford and Johncock. Later he said in his own unquestioned way, "I had the best handling car through most of the race and as the racetrack got slippery the car got better and better and better."

7th California 500
Ontario Motor Speedway, September 5
200 laps — 500 miles
USAC Championship — round 10

1, Bobby Unser (Eagle-Offenhauser 74), 3h 29m 25.8s, 143.246mph;
2, Johnny Rutherford (McLaren-Offenhauser M16E), 3h 29m 28.5s;
3, Gordon Johncock (Wildcat-Offenhauser Mk2), 3h 29m 33.0s;
4, Wally Dallenbach (Wildcat-Offenhauser Mk2), 198 laps;
5, Tom Bigelow (Eagle-Offenhauser 73), 196;
6, Jan Opperman (Eagle-Offenhauser 74), 194;
7, Bill Puterbaugh (Eagle-Offenhauser 74), 193; 8, Rick Mears (Eagle-Offenhauser 74), 192; 9, Bobby Olivero (Eagle-Offenhauser 73), 192; 10, Jerry Grant (Eagle-AMC V8 74), 191, etc.
Fastest lap: not available.

Second-placed Johnny Rutherford stops for fuel and tyres.



The Lotus Cortina

GRAHAM ROBSON looks back on the valiant days of the works Lotus Cortinas, sharing some of the successes and failures with their drivers. Somehow rallying has got a lot more serious since then. . . .

When Bengt Soderstrom and Gunnar Palm walked away with victory in the 1966 RAC Rally, it was really a rather remarkable occasion. That Ford should win was creditable enough — they had been trying hard for many years — but that a Lotus Cortina should do the job for them was quite incredible. Hadn't the same basic machine of 1963 been thought of as a fragile, under-developed circuit racing car only?

It wasn't a case of 'silk purse from sow's ear' — far from it. It was more a case of changing the character of a car from thoroughbred race horse to crosscountry steeple-chaser. The transformation had been as complete as that.

But enough of the joviality. Let's remember, as the Escort nears the end of ninth successful rallying season, that its true ancestor was the Lotus Cortina. This had been Ford's main weapon for three busy seasons, and was by no means finished when the Escort was launched.

There were triumphs and disasters. There were several of each — with the biggest disaster being failure to win the London-Sydney marathon, after Roger Clark/Ove Andersson had led nearly all the way. The biggest triumphs were Soderstrom's RAC victory, Andersson's 1967 Gulf London success, and Vic Elford's handicap win in the 1964 Tour de France.

The Lotus Cortina will always be known as the unreliable beast which drove Vic Elford away from Ford (and to worldwide fame with Porsche), as the Ford car disqualified from the 1966 "lighting fiasco" Monte, and the car which completed Ford's transformation from hard triers to potential winners — every time.

That last remark is important. It explains everything about the Lotus Cortina. Without the car there was no way in which Ford could win *anything* outright — racing or rallying, With it there was a very good chance. It might not have been the most promising "winner" in the world, but for Ford in the early 1960s it was all they had got.

Probably the "father" of the Lotus Cortina was Walter Hayes. Newly-arrived from Fleet Street, and with responsibility for motor sport at Ford dumped firmly in his lap, he saw that existing products were not promising. Over in Detroit, Ford had decided to go for "Total Performance" in their future marketing — Ford of Britain were happy to go along with that.

In 1962, only the Anglia 1200 and a projected GT version of the still un-announced Cortina looked promising. Hayes therefore called in his old protegé, Colin Chapman (who used to write a motoring column for him at the *Sunday Dispatch*), and started talking about things.

How would it be if Ford provided lightweight two-door Cortina bodies, Lotus fitted their twin-cam engine, re-developed the suspension, and produced a real *Q-Car* likely to beat the Jaguars on the race tracks, and be fast enough to take on BMC, Volvo, Saab, Citroen and others in the rallying business. . . .?

> Stuart Turner: "They all told me there was this fantastic car, the money, and said it was curtains for our Minis. I was as worried as hell, but at least it gave me room to sign Timo, Rauno and Paddy for my new team!"

Chapman liked the idea; in fact he liked it very much. The proposal came at a time when he was looking for increased volume. The all-new Elan was about to take over from the unprofitable Elite, and a prestige hybrid like this Cortina-developed-by-Lotus (as Ford preferred to call it) would be good news for his Cheshunt factories. At that stage there was never any suggestion that Ford would build the car — that was Chapman's prerogative.

All this happened quickly, in 1962. Jim Clark, having been loaned a battered looking Anglia one night to drive home from Lotus to his farm at Duns, found the performance so shattering that he had to stop and lift the bonnet . . . . that was even before he raced a car fitted with the engine.

Although Walter Hayes always looked upon the new car as a race *and* a rally car, he never dissuaded Lotus from doing their own 'thing' with the suspension. There must have been times, in later years, when he must have wished otherwise.

The car looked so promising that competition manager Sid Henson used it as a key bargaining point for new drivers at the end of the 1962 season. Over at Abingdon, Stuart Turner was astonished when first Peter Riley, then David Seigle-Morris, and finally Pat Moss, all trooped into his office to let him know that they were joining Ford for 1963; "they all told me there was this fantastic car, the money, and said it was curtains for our Minis," says Turner, "I was as worried as hell, but at least it gave me room to sign Timo, Rauno and Paddy for my new team!"

If Henson had got his way, Ford would have had a very strong team indeed. He also talked at length to Eric Carlsson, and briefly to the redoubtable Rene Trautmann.

The Lotus-Cortina was announced in January 1963, even before the Cortina GT was launched, but it wasn't long before testers and drivers began to realise that reliability was no strong suit. The car was shatteringly fast — as it should have been, with a guaranteed 105 bhp, light-weight panels in great profusion, and close-ratio gearbox — but it also tended to break regularly, particularly in the area of the back axle and rear suspension.

The body itself was very light and none too rigid anyway — as most private rallying customers found out during the 1963 and 1964 seasons, even in their Cortina GTs — but the biggest initial problem was that the special Lotus coil spring and radius arms rear suspension seemed specially

The Lotus Cortina's finest rally victory: Bengt Soderstrom and Gunnar Palm on the final day of the 1966 RAC Rally.

designed to give the light-alloy differential case a hard time. If the radius arms themselves did not bend, or break, then the case and its cover were so distorted that the lubricant seeped out on to the road, with the inevitable "expensive noises" soon to follow.

Homologation, nevertheless, followed at the end of the year, on the flimsiest of evidence (but how often have we said that about a competition car in the last 20 years?), and it soon started winning races. The first time a Lotus-Cortina tackled the usual fleet of Jaguars it gave them a rude shock. *That* was quite an epoch-making day for British motor sport. Rallying, however, was a completely different story.

A casual glance in the history book suggests that Ford sent a Lotus-Cortina on that most arduous of events, the Liege-Rome-Liege rally, in September 1963, and that Henry Taylor and Brian Melia brought it home in a rousing fourth place. But wait — things are not quite what they seem. The car in question was "888 DOO," one of Boreham's regular Cortina GTs, and that meant leaf spring rear suspension, reinforced bodies and all.

It was, unthinkingly, the prototype for later Lotus-Cortinas, but on this occasion it was no more than a fully-modified "prototype" of which the Royal Motor Union of Liege approved. As Henry Taylor's "own" car, it soon re-appeared in GT guise, ending its career as a team prize winner in the 1964 RAC Rally.

Not, that is, that a Lotus Cortina's actual debut was delayed for long. Henry Taylor, as Boreham's team captain, was entrusted with a car - "786 BOO", a *very* early model for the RAC Rally. The best that can be said of him, co-drover Brian Melia, Bill Barnett, and all the mechanics, is that they almost carried it to the finished. Only the most incredibly determined performance gave them sixth overall, and as Bill Barnett recently told me: "I reckon we welded up that blasted rear end at every available garage in Wales and Scotland!"

That one effort was enough to warn off Boreham until something was done about the rear suspension. However, in 1964, just one event gave rise to much hope. In the last of the *really* great, well-supported, Tour de France events, Ford sent along Vic Elford and David-Seigle-Morris with a single Lotus Cortina, The pairing itself was nostalgic (Vic had started his "works" career as David's co-driver, but this time was the car's principal driver), but there was nothing nostalgic about performance.

Any event totalling 4000 miles demands respect, but when you stir in long circuit races at eight locations, a dozen hill-climbs, and a lot of good old-fashioned night rallying through the Pyrenees and the Maritime Alps, it emerged as a real giant.

By dint of looking after it as carefully as any mother looks after her first born, Ford kept it going, while Vic and David really pedalled it through all the tests. At the end of the day, after a very gruelling ten days the car was not only fourth in the entire Touring category (behind two Mustangs and a 3.8-litre Jaguar) but it also won the lucrative and prestigious handicap category outright.

That was the turning of the tide. Secure in the knowledge that revised cars, with conventional leaf-spring rear suspension, would be coming from Cheshunt in 1965, Boreham decided to commit themselves to Lotus-Cortinas. Homologation came in June, so four cars made their first appearance in the dramatically-fast Alpine Rally.

From the very first hillclimb, Vic Elford's car led the event outright, and was never headed. Yet less than an hour from the finish at Monaco a tiny distributor part fell out, cost the crew nearly half-an-hour, and ruined a triumphant performance. Henry Taylor, in third place, was the best Ford survivor — and three Lotus-Cortinas dominated their class.

The RAC Rally, hit hard by snow, was a disappointment, for all four works cars retired. It fell to Roger Clark (who else?) to give the car its first rough-road win. With Yours Truly in the left-hand seat, he walked away with the Welsh International rally after a hard fight with Simo Lampinen's works Triumph 2000. From my seat it all looked very easy, and the car gave very little trouble. For 1966, with Clark in the team, and these potentially splendid cars, Ford should surely have won everything in sight?

They should, but they didn't. In fact 1966 was the year when Lotus Cortinas led nearly every event, but actually won so few. Vic Elford's heart was finally broken by a series of mechanical dramas and a couple of undeserved disqualifications.

the lighting fiasco which also cost Timo Makinen a second Cooper S win. Elford gave best to snow on the Swedish (accident), faulty homologation papers on the San Remo (disqualification after winning), a stone wall on the Circuit of Ireland (accident), and to Rauno Aaltonen's Cooper S on the Tulip (though he finished a close second).

Elford also led the acropolis for many hours until his gearbox packed up, while Soderstrom's victory was only achieved after Hopkirk's works Mini had been penalised in dubious circumstances, Roger Clark, incidentally, was second. On the Scottish, Clark's rear axle failed, as it did again on the Gulf London, while Elford's Gulf car retired merely because Ford had sent no service crews to help their contracted drivers.

Things, surely could only get better? Paul MacLellan had won the Canadian Shell 4000 with Roger Clark's locally-prepared car third, and there was a fast, mostly-tarmac Alpine to come. Well — it was better but it wasn't good enough. Elford, Clark and Soderstrom had three brand-new cars to drive - so new in fact, that there hadn't been time to spray then the usual "Boreham-red'. Minilites were newly homologated, and power was up to around 140 bhp.

Elford led overall, yet again — the third successive occasion he had dominated the Alpine in a Ford — but the engine eventually lunched itself. Ford's honour was saved by Roger Clark, who took second overall, after Soderstrom's car had leaned very hard against an unyielding Alp.

The RAC Rally made up for everything though. Even though the Mark 1 car was now out of production, Ford sent four of them to contest this most difficult of all events. That wouldn't have been news — except that the fourth crew member was none other than Jim Clark, taking a rest from his single-seater activities!

It was a magnificent event with, for Ford, a fairytale ending. Jim's namesake Roger led right from the start, then crashed into a tree in the West Country, while Elford's engine let him down *again*. That was the bad news. The good news was that Jim Clark was going faster and faster as he got used to the idea — many times setting stage performances in the "top five", while Bengt Soderstrom's car was never lower than second.

It only needed a bit of good luck —which duly arrived. Timo Makinen's leading Cooper S retired in the depths of Keilder with a broken transmission,which then allowed the elated Soderstrom to cruise home to London with an incredible 13 *minutes* lead.

It was as good a way as any to sign off with the old model, but pending the arrival of a Mark 2 car, Soderstrom also won the 1967 Swedish Rally in a 1966 Boreham machine. Ford stayed away from the Monte in disgust, and also gave the Tulip a miss. They sent cohorts of Cortinas to the Safari, where Roger Clark's Mark 1 car led until its rear suspension broke up.

All that, however, was forgotten when Clark drove a Mark 2 Cortina to its first big win — in the Canadian Shell 4000. He then topped that by driving a new car to victory in the Scottish, and bending the body so much in the process that it was instantly named 'The Banana'. A kink in the green stripe at the windscreen pillar gave the game away.

Ove Andersson, a new team member, then gave the car another big win in the long and very tough Gulf London, winning outright after Clark's and Soderstrom's fuel-injected Mark 2s had retired with mechanical troubles. Bengt Soderstrom notched up a third on the Acropolis and a second on the Three Cities, but the 1967 RAC should have been the Lotus-Cortina's glorious swansong. Six cars were prepared altogether — two for TV crews — the 'serious' quartet being for Clark, Soderstrom (fuel-injected), Tony Chappell and racing-driver Graham Hill. But who knows whether the cars could have won? On form they should have done — but that was the RAC Rally cancelled because of the serious outbreak of foot-and-mouth disease.

The cars themselves — all in that well-known CTC registration series, were never used in rallying. CTC? Oh yes, those were Lancashire numbers, but CTC stood conveniently for Cortina Twin Cam, and Walter Hayes liked that sort of alliteration....

During 1967, of course, Boreham had been developing prototypes of the Escort Twin-Cam, which was duly announced in January 1968. However, when the London-Sydney Marathon was announced, Ford never considered taking anything other than Lotus-Cortinas. There was all manner of reasoning — the cars were well known, the Escort wasn't — yet; three-man crews *might* be needed, there might be more usable 'living space' in a Lotus-Cortina.

pictured here of the '67 Gulf London Rally. Ove Andersson and John Davenport won the event with an identical car.

First thoughts were to send only two cars — one for Eric Jackson/Ken Chambers, and the other for Nick and Jenny Brittan — but once the regular team had put in their requests, it was a five-car team which started from London's Crystal Palace.

The marathon, as it happened, was one of Ford's greatest 'might-have-beens', from which they only truly recovered when Hannu Mikkola's Escort won the World Cup Rally in 1970. Soderstrom's engine first shed a timing chain part, then holed a piston in the wilds of Asia, Nick Brittan's car collected a very solid truck, and Rosemary Smith's Ford-of-Eire car needed much work — all before arrival at Bombay. Thank goodness, Ford thought, that Roger Clark/Ove Andersson led outright — by nine minutes from Simo Lampinen's Taunus 20MRS, with Eric Jackson ninth.

In Australia, on the four-day dash from Perth to Sydney, everything else went wrong. Clark's leading car burnt out an exhaust valve on the run to Quorn, and in an attempt to keep him in the hunt Eric Jackson's car was pulled in for a complete cylinder head swop to take place.

That put paid to Jackson's fine drive, but the mercurial Clark, down in third place behind Lampinen and Lucien Bianchi, might still have won. He set about the last night like a man possessed — until Ford's old bogey — back axle trouble — let him down. Even then he was resourceful enough to beg a complete axle from a passing Cortina driver (a fisherman on his way to an early morning's sport), and managed to finished 10th — the only British Ford in contention.

It was no way to end a car's distinguished rallying career, and if Ford did not already have the great Escort Twin-Cams to replace it they might have worried much more than they did.

I once asked Roger Clark, when he had got himself used to the Escort Twin-Cam, why it was that much better than a Lotus-Cortina? He thought for a while, looked into the middle distance in the characteristic Clark-manner, scratched himself, then said:

"The Twin-Cam's a bit lighter and a lot more precise, but the most important thing is that it's quite a bit smaller. You know, you could do anything with a Lotus Cortina in a forest, anything at all — but when you got it sideways it began to feel just a bit too big! But I loved 'em".

At which, if ever Roger Clark could ever be accused of getting sentimental about anything, he even looked a bit nostalgic about those valiant days.

Somehow rallying has got a lot more serious since then. Has it all been worthwhile? □

This week's centre spread

Cyd Williams and Terry Perkins driving their sister Sanas at Silverstone are featured in our centre spread this week. Respectively, they drive the Gordon Fowell designed Atlantic Sanas for Withers of Winsford and Harrisons the Homebuilders/Graham Eden Racing Team. The cars have already shown themselves to be competitive and should give Messrs Wentz, Trimmer and Dowsett a run for their money when fully sorted. Already a Sana holds an outright circuit record. Harrisons are no strangers to single seater racing, having sponsored Cyd Williams last year, but for Withers of Winsford, it is their first season in the Formula. However, the company are very well known in International and National rally circles — many of the country's top drivers have driven Withers sponsored rally cars, in particular Chris Sclater who achieved considerable success. However, this is the first time that the Cheshire firm have become involved in single seater racing, feeling that racing is a natural shop window for their successful trade in new and secondhand rally parts and spares which they distribute worldwide.

Photography: Motofoto.

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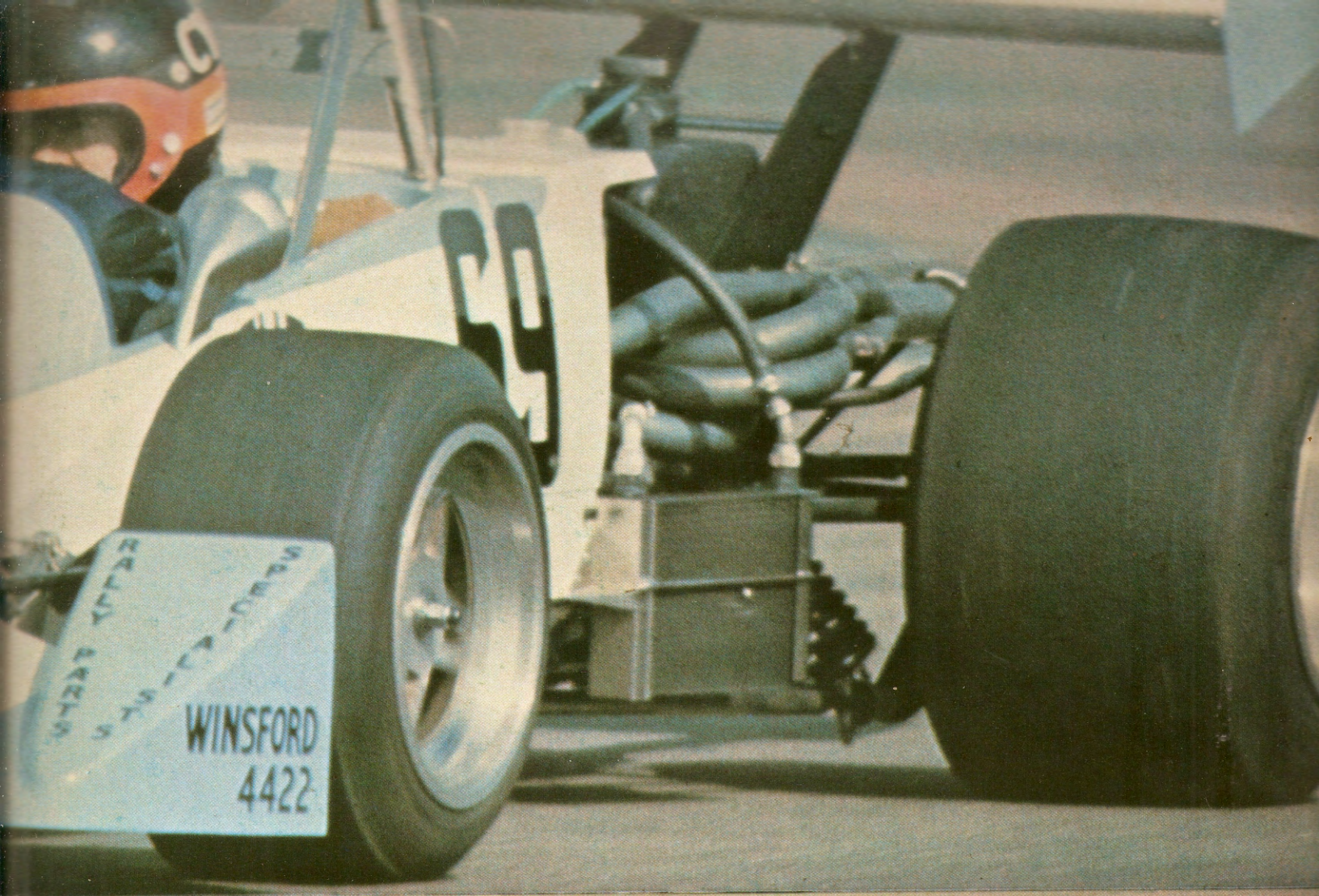
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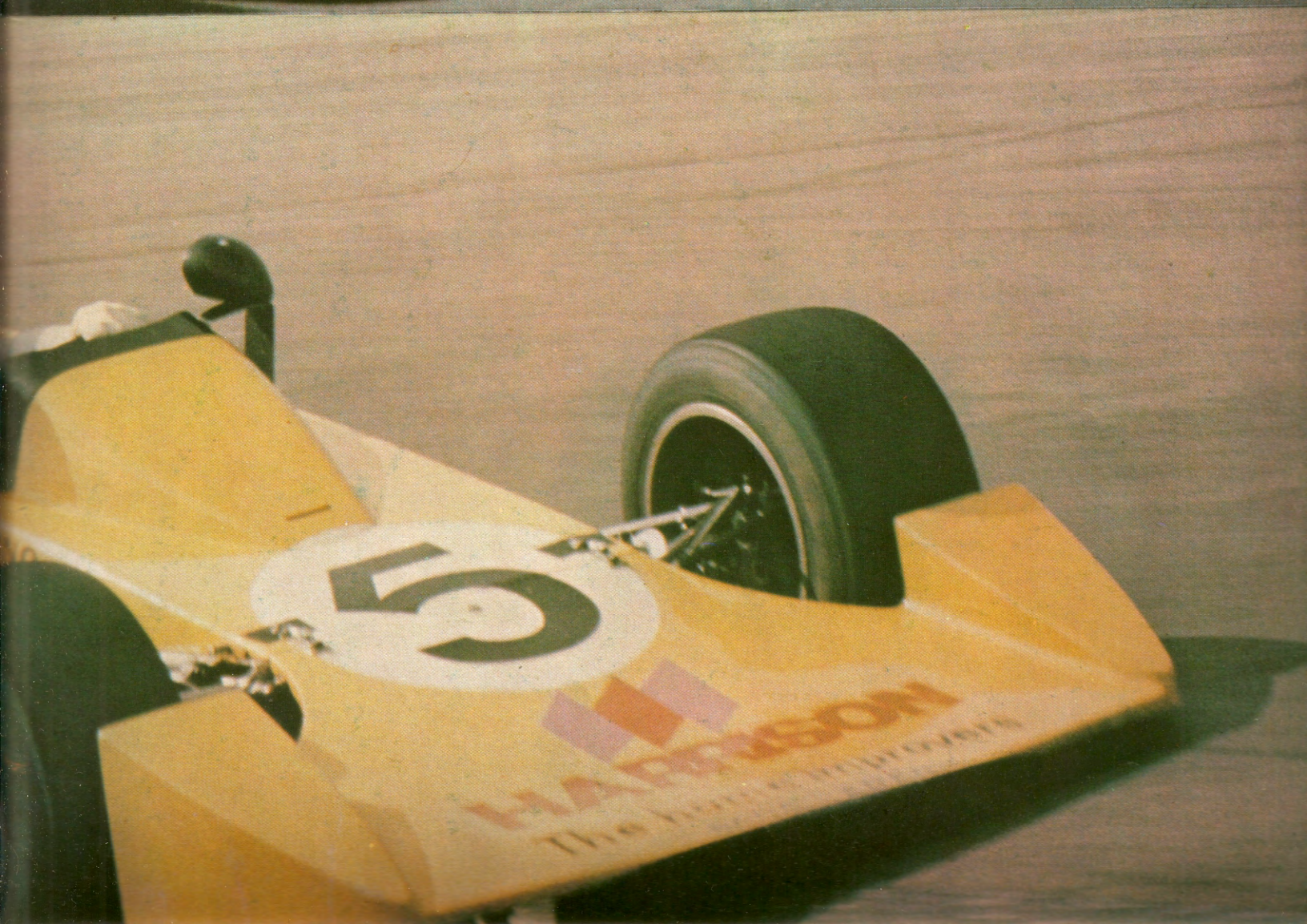
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by John Bolster

Alfetta GTV 2000 — aggressively stylish and now with a 120 mph performance.

Power alternatives for Alfetta GT

The Alfa Romeo Alfetta GT has been powered up to now by a 1.8 litre version of the well-known twin-cam light-alloy engine. In line with the other models of the range, the car is now offered with alternative 1.6 litre and 2-litre power units. The chassis, of advanced design with front engine, rear-mounted gearbox and clutch, and de Dion axle, is integral with a steel coupé body of attractive shape. Mechanically, only the final drive ratios differ between the two models, but the GTV 2000 is more elaborately equipped and luxuriously trimmed than the GT 1.6.

I was recently able to drive both models, which was particularly interesting because I had carried out a full road test of the 1.8-litre car not long before. I tried the larger-engined car first and found that the increased capacity is most noticeable during fourth gear acceleration from low speeds. The engine has a lot of torque but it will still spin past the 6000rpm mark with great ease. The excellent five-speed gearbox invites frequent use of the lever, but the lazy driver can overtake quite rapidly without changing down, if so minded. I had no opportunity to take accurate performance figures, but I would imagine that the extra 4mm in the cylinder bores has slightly increased the maximum speed.

When the prices of the right-hand drive cars were announced, the GT 1.6 was found to be no less than £1000 cheaper, as well as using a little less fuel. This car should not be regarded merely as an economy model, however, and is a fine little motor in its own right. Indeed, I personally preferred it to the more powerful car, perhaps because it demands more intelligent use of the gearlever. With its lower overall gearing, it gives vivid acceleration for overtaking, and though it lacks the massive torque of the 2000, it is just as flexible.

The difference in weight between the two engines is very small and if the GT 1.6 seemed to handle more responsively, this was no doubt due to different makes of tyres having been installed. Both cars were substantially neutral in response, with some ultimate oversteer only when really provoked. The twin-cam Alfa Romeo engine is not entirely silent, but it has been greatly refined through the years and in its latest form it has a pleasant note which is by no means objectionable. These two alternative versions will certainly widen the appeal of the sporting Alfa Romeo Alfetta.

SPECIFICATION AND PERFORMANCE DATA

Cars Tested: Alfa Romeo Alfetta GT 1.6 and GTV 2000. Prices £3799 and £4799 respectively, with tax and VAT.
Engines: GT 1.6: 4-cylinders 78 x 82mm (1570cc), 109bhp DIN at 5600rpm. **GTV 2000:** 4 cylinders 84 x 88.5mm (1962cc), 122bhp DIN at 5300rpm. **Both engines:** Compression ratio 9 to 1. Twin chain-driven overhead camshafts. Two horizontal twin-choke carburettors.
Transmission: Single dry plate clutch and 5-speed synchromesh gearbox, rear-mounted and driven by divided propeller shaft, ratios 0.83, 1.04, 1.37, 2.0, and 3.30 to 1. Hypoid final drive in unit with gearbox, ratio **GT 1.6** 4.3 to 1, **GTV 2000** 4.1 to 1.
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, torsion bars, and anti-roll bar. Rack and pinion steering. Tubular de Dion rear axle on semi-trailing arms with Watt's linkage and coil springs. Servo-assisted disc brakes, inboard at rear, on dual circuits. Bolt-on steel wheels (light-alloy optional) fitted 185/70 HR 14 tyres.
Dimensions: Wheelbase 7ft 10.5in. Track 4ft 5.1in/4ft 5.5in. Overall length 13ft 8.9in (**GTV 2000** 13ft 9.7in). Width 5ft 5.4in. Weight 2208/2296lbs respectively.
Performance: **GT 1.6** 111.8mph, **GTV 2000** 120.5mph (maker's figures).

Above: facelifted Avenger GLS. Below: top-of-the-range Chrysler Alpine, the comprehensively equipped

A move to Scotland gives new economy

The Chrysler Avenger production line has been moved to Linwood, near Glasgow, and the cars have been restyled, inside and out, with modern lines reminiscent of the Alpine.

Technically, there is a claimed improvement of 15 per cent in fuel economy, which makes the 1300 a 40mpg car, while the 1600 also has more torque in the middle ranges. The overall gearing is slightly higher, and an electric fan may also contribute fractionally to petrol saving. There are some new safety features, which include power-assisted dual-circuit brakes.

Luxury Alpine

A new version of the Chrysler Alpine — the GLS — has also been announced. Identical mechanically to the 1442cc Alpine S, its "luxury" specification includes velour seats with built-in head restraints for the driver and front passenger, a tinted, laminated windscreen and electric window lifters.

Renault 20TL — on show

British motorists will be able to take a close-up look at the 90bhp, 102mph Renault 20TL at this year's London Motor Show, a fortnight after its introduction to the UK market. Two 20TL saloons will be the stars of the Renault display at Earls Court, where the company will also show the "super economy" 1.3-litre Renault 5GTL and the restyled 15/17 coupés. But the new, front-wheel-drive, transverse-engined Renault 14, announced in May, will not be shown.

Supercars

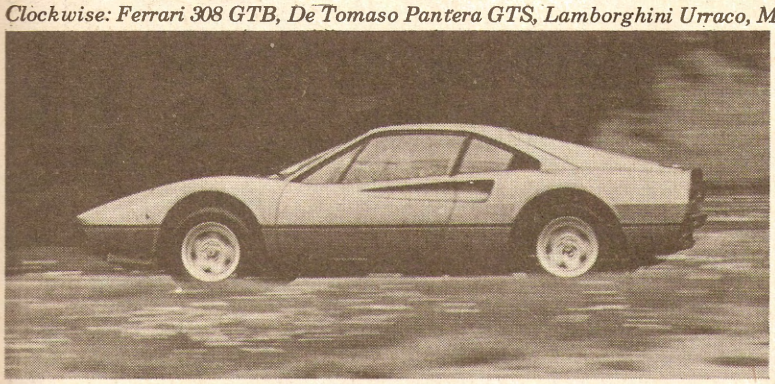
The final paragraph of AUTOSPORT's road test of the Ferrari 308 GTB (issue: July 29) read as follows.... "Here is a warning! If you really ought not to spend £10000, don't try this car. Once you have driven it, you will have to buy it, whether you can afford it or not." Since John Bolster's appraisal, the price of the GRP bodied two seater has, inevitably, risen and you will now be risking more than £11000 if you disregard the warning and allow yourself to fall under its spell. But what is this elusive spell which the names of Ferrari, Maserati, Lamborghini and De Tomaso cast? Only the Italians manufacture such charismatic motor cars and that is, perhaps, the key to unravelling the mystery of this rarified market.

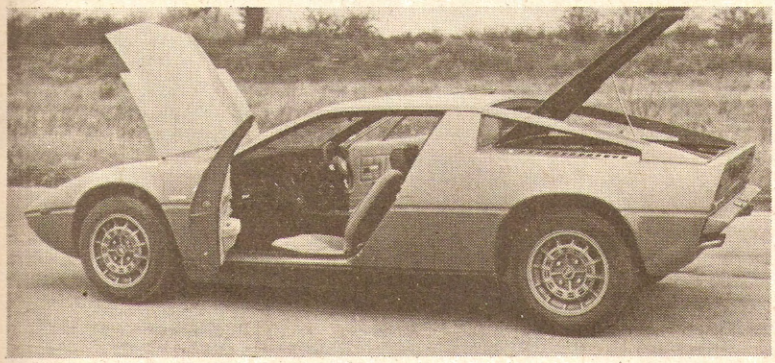
It is not a money market. These refined high only as a motor car; nor even with the design aspect paramount. Functional engineering to achieve a high degree of overall design integrity would probably indicate top scores to such compact, economical, European f.w.d. saloons as the Volkswagen Golf or Chrysler Alpine. Even if considering cost as the criteria, the logic of the computer would possibly plump for such vehicles as Mercedes 450 SEL or Jaguar XJ 5.3C as offering "more" and providing a greater degree of utilisation. The argument has to include "desirability" before these vehicles move to the undisputed top of the league. Their design and engineering then makes sense. The design is not related to the strict limitations of a market sector and the engineering is not dictated by terms of pure operating efficiency. The commonplace four people v. transport at Xmph v. how cheap? is out of the window. For these cars an important enclosed our passengers within the wheelbase — we want to know how it *looks*."

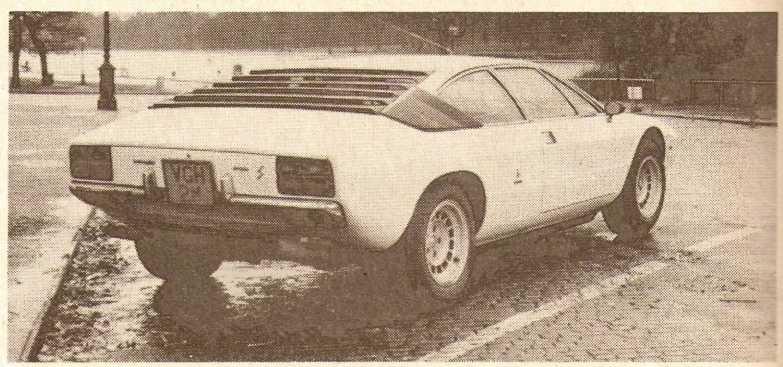
Style replaces function to a certain extent. Of course the aerodynamics must be really good, and physical comfort and peace of mind are of prime importance too, but these components must be bound-together with all-important style. A car which could accelerate, brake and corner in superb comfort and to the complete satisfaction of the most discerning driver, but looked like an overgrown CanAm car with a roof, would never leave the showroom.

They are, first and foremost, bespoke motor cars and they are of Italian origin because that volatile extrovert race have long-since proved to be supremely capable of fine engineering and executing a dash and style that sets world standards when their art takes the form of the motor car.

Clockwise: Ferrari 308 GTB, De Tomaso Pantera GTS, Lamborghini Urraco, Maserati Merak.







Catch one if you can . . .

1976 is proving to be a good year for the UK importers and the current position of all four marques is one of full order books, though in certain cases supply problems have inhibited the full potential. The state of play is as follows:

LAMBORGHINI

Forty cars have been sold this year from the current six model range and another ten or fifteen cars are likely to be delivered before the turn of the year. A Lamborghini advantage, at the moment, is the offer of automatic transmission on their four-place Espada model; the Espada proving the most popular of the range. Most difficult to acquire is the £20000 Countach. Next year's plans include a target of at least 60 cars and this reflects the concessionaire's view that the marque is enjoying an upswing after the troubled times of '74/'75. Delivery position is from four to sixteen weeks depending on model and there are no unallocated cars within the UK. Since the demise of Jensen, the UK Lamborghini distributors consider that they have erred on the side of caution and have underestimated the potential for sales this year. Next year's 60 car target includes a distribution plan consisting of three areas (Scotland, North England and South England).

MODEL	ENGINE	TRANSMISSION	BODY	PERFORMANCE
Pantera 'L'	Ford V8, 5.7 litres. 330bhp central	5 speed ZF, manual	2 door, 2 seats	158mph 27mph per 1000rpm
Longchamp	as for Pantera 'L' except: engine front	Automatic, 3 ratios (+manual selection capability)	2 door, 2+2 seats	149mph
Deauville	as for Pantera 'L' except: engine front	as for Longchamp	4 door, 4/5 seats	150+mph
Ferrari Dino 308 GT4	V8, 2.9 litre, 255bhp central	5 speed, manual	2 door, 2+2 seats	155mph 22.7mph per 1000rpm
308 GTB	as for 308 GT4		2 door, 2 seats	157mph
Berlinetta Boxer	V12, 4.4 litres, 380bhp central	5 speed, manual	2 door, 2 seats	188mph 26.4mph per 1000rpm
Lamborghini Urraco P300	V8, 3 litre, 265bhp central	5 speed, manual	2 door, 4 seats	165mph 19.9mph per 1000rpm
Espada III	V12, 3.9 litres, 350bhp front	5 speed (or automatic)	2 door, 4 seats	155mph 21.6mph per 1000rpm
Countach	V12, 3.9 litres, 375bhp central	5 speed, manual	2 door, 2 seats	196mph 18.6mph per 1000rpm
Maserati Bora 4700	V8, 4.7 litres, 310bhp central	5 speed, manual	2 door, 2 seats	174mph 28.9mph per 1000rpm
Khamsin	V8, 4.9 litres, 320bhp front	5 speed. ZF manual	2 door, 2+2 seats	171mph 26.1mph per 1000rpm

This table compares only certain selected models.

MASERATI

Alessandro De Tomaso has put this famous manufacturer back into the market full of confidence after Citroen's ditching (themselves rescued by Peugeot) and the UK concessionaires have all models from stock. De Tomaso and Maserati are now all "one flag" and their trading position looks to be most promising, especially since De Tomaso's acquisition of Innocenti.

DE TOMASO

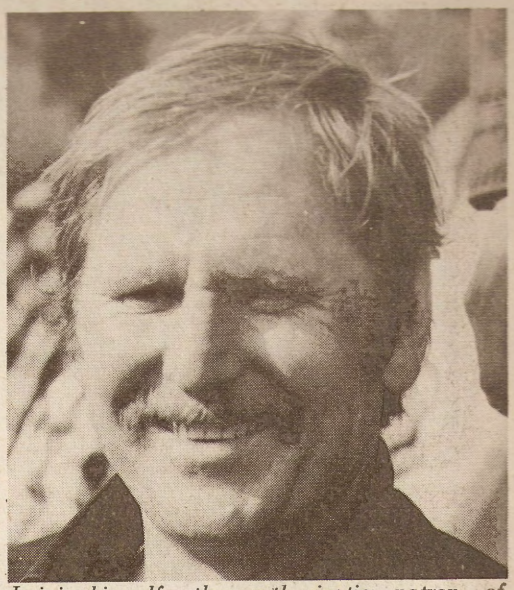
The Longchamp and the classic Pantera are both immediately available and there are interesting possibilities in store with a rumour of a substantially new re-engined Pantera sometime in '77. The UK market for both marques is once again expanding. Plans could possibly include marketing the Innocenti Bertone Mini next year as a suitably luxurious town car stable-mate.

FERRARI

Stocks are low, due largely to the demand for the 308 GTB for which an order backlog is still being cleared. The V8 Dino 246 replacement should have appeared at the beginning of this year, but did not arrive until May — hence the waiting list. The 308 GT4 2+2 is in a similar situation after delays caused by production improvements interrupting manufacture. This year has seen a healthy upswing in the Ferrari market, after a comparatively fallow trading time in '74 and '75. The Boxer and 365 GT4 are not available as both models are soon to be replaced. We should see the five litre Boxer 512 and the new 400GT by the time Earls Court comes round, though orders are unlikely to be fulfilled until the second quarter of 1977. Automatic transmission will be an option on the 400GT — a feature only found at present on the Lamborghini Espada and De Tomaso Longchamp. The Ferrari concessionaires echo the improved trading scene reported by their competitors and consider that turnover could have realised the '73 boom-year standard but for unavoidable delivery delays with the 308 models.

Acorns and oak trees

BOB CONSTANDUROS outlines the formation of the top team in the European Touring Car championship, Luigi BMW, and how their enthusiastic patron rose to the top.



Luigi himself, the enthsuiastic patron of Belguim's biggest small team.

At about the time you read this (Thursday morning), a large black lorry and trailer will be pulling out of the little village of Comblain, 30 kilometres south of Liege in Belgium. On its side will read the name of the current leaders of the European Touring Car championship: Luigi BMW, and in the cab will be one of the drivers who currently leads that series: Jean Xhenceval. Their destination is Silverstone, penultimate round in their quest for the championship, and in the truck behind and in the trailer on the back will be the two BMWs that have raced around Europe this year. When you see this truck, and the operation of the team, all dressed in their smart black uniforms, you might think that they came from the major BMW agency in Liege, a smart glass fronted building with teams of mechanics pouring over the BMWs of industrially wealth Liegois. But Comblain is far from this. Beside the River Ourthe, there is none of the pretentiousness of the major dealership. It's a partially amateur team, taking on the might of Europe over some of the long distance tracks of the Continent. And a real force to be reckoned with.

Luigi BMW is the name that originates from the dealership run by Luigi Cimarosti, his younger brother Francesco and his brother-in-law Jean Xhenceval. Cimarosti was born forty six years ago in Spirlinbergo, Udine in Northern Italy. After the war, he moved north to Belgium to work in the mines of Liege and seek his fortune there. He was a fine sportsman, trying everything he could including boxing, cycling, football etc. Indeed, once when cycling, he took advice from a national champion who told Luigi to follow him, Luigi did this, overtook him, disappeared into the distance, got lost and finished after everyone else. So he took up motocross and trials riding.

However, all was not well in the mining business, for an accident trapped Luigi below ground and severely injured him. On a slow recovery, Luigi realised that he could kill himself continuing in this way and decided to branch out, opening up a small business which blossomed into a Fiat dealership. However, it got too big for the capital invoved and had to be liquidated. The current setup was formed in 1967 with a young man called Jean Xhenceval, then 22, who was Luigi's brother-in-law and Luigi's younger brother Francesco being the third partner. Luigi himself went into the sport immediately with a Fiat 500 but had too many shunts with that so graduated to a 600 with which he started to win everything. It was in fact bored out to 1000cc and produced 115 bhp. With this machine he became Belgian Hillclimb champion in the class. Francesco and Jean helped out and in 1969, Jean started in a BMW 2002 in G1 form, hillclimbing as well. He was an immediate success and ended up Belgian champion.

With Jean's success, Luigi started to take the back seat, doing the helping out himself now, and in 1970, they switched to circuit racing with a G1 BMW 2.8. Jean got his break at the Spa 24 hours of that year when wealthy industrialist Raymond Mathay offered Jean a co-drive in his G2 2.8 CS Alpina, and in a lot of rain, they finished fifth. Jean also won a scholarship-type award from Moorkens, but that came to naught, so Mathay offered Jean a fulltime G2 seat in his Alpina for 1971. They came fourth at Monza and Jean drove to third at Brno on his own. But at Spa that year, Mathay left the road at Les Combes and was killed in the fiery accident on Sunday morning. Luigi meanwhile had built a car for Alain Peltier to do-G1 in Belgium and Peltier finished the race in a 3.0 CS in fifth position.

With their paralled interests, Peltier and Jean teamed up to do ETC in 1972 while Luigi did the Belgian championship, running a car for Vincent Gaye with Marabout sponsorship. Xhenceval/Peltier took second at Monza and Salzburg while Peltier finished third at Brno and Jarama on his own.

In 1973, Gaye dropped out but Luigi kept the Marabout sponsorship and this was the relaunch of the Luigi/Jean competition partnership. They did G2 but it was an expensive year with Schnitzer and Alpina producing wings and engine bits, the best of which they kept for themselves and the not so good going out to people like Luigi. However, they won two races, the better of which was the Nivelles Six Hours where Xhenceval/Willy Braillard got pole with the same time as Jacky Ickx in a BMW too. At Spa, Braillard mentioned that a young fellow called Pierre Diedonne seemed to be a reliable driver and that he may be a good reserve. Pierre did five laps in the night in practice (quite a memory for me, it was wet and dark with a drying line") but Pierre never raced as it blew a piston the second lap.

With no ETC in 1974, Luigi got Molykote sponsorship to build a BMW to Formula Francorchamps specification. There were two cars, the first winning the Coupe de Spa with Jean driving, and the second joining for the 24 Hours which was the first Luigi victory there, Xhenceval and Peltier winning, while the second car was driven by Marc Demol/Hughes de Fierlandt/Pierre Dieudonne. It had a throttle cable break and the back axle had to be changed so they only finished ninth. Otherwise, the year was a procession of national races.

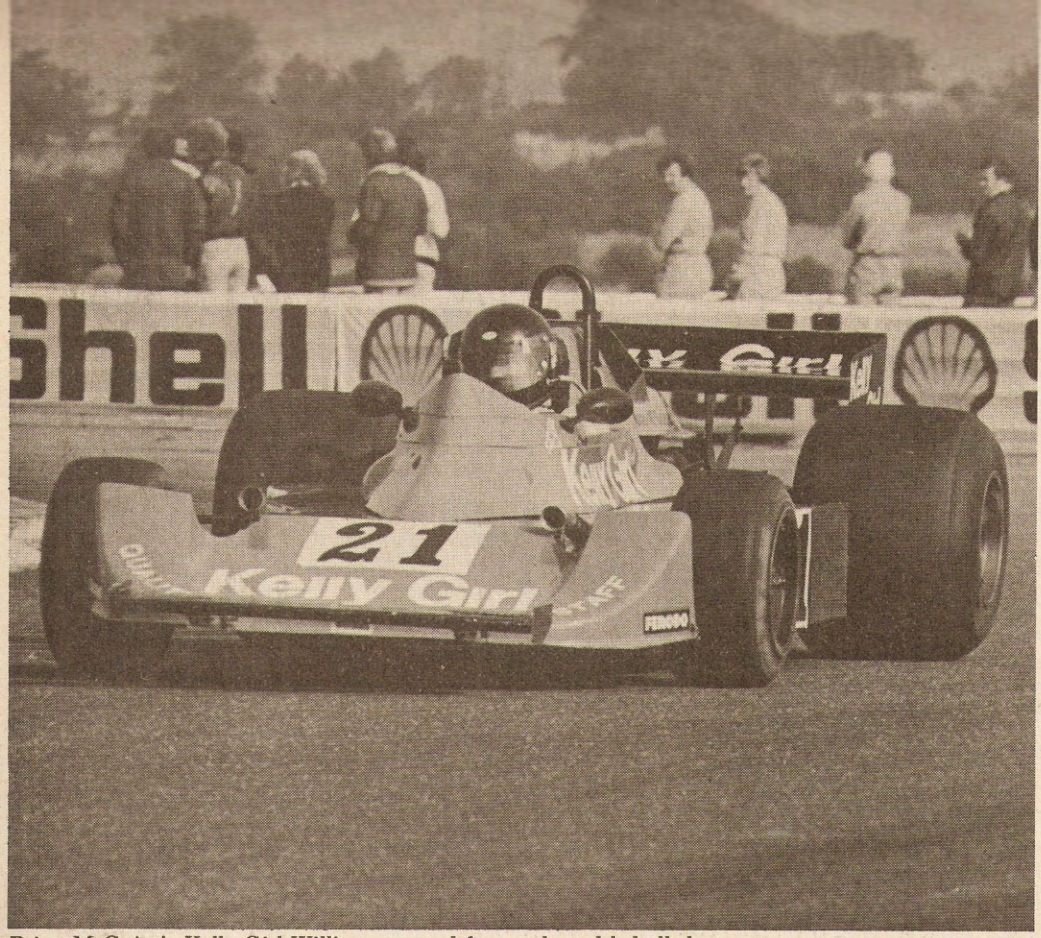
With Valvoline sponsorship, 1975 was a tremendous success. There was one BeeEm for the Avenir series and one for the G1B Belgian series. Jean drove both and with de Fierlandt for the Avenir series with Dieudonne as reserve. They won 18 races out of 22, losing the Coupe de Spa to Hermetite's Capri, and the TT to Stuart Graham's Camaro.

Castrol came up with the money for 1976, and this time the little team ventured out to Europe in the G2 series. BMW Belgium helped out and Dunlop have helped considerably with tyre development. There was only one car for Monza, the first round but they won that, and then scored three successive 1-2s at Salzburg, Mugello and Brno. At the 'Ring, they earned considerable respect from BMW by rebuilding de Fierlandt's crashed car when most others would put it away and forget about it, Xhenceval driving back to Comblain to pick up extra parts, and the team, augmented by Hans Stuck and Gunnar Nilsson taking victory with one car and retiring the other. Spa, with three cars, was a major disappointment. Going for that hat trick, two cars went out with piston failyre and the gub broke on the third. The problem was that Luigi had been to select the pistons at Mahle and the pistons that he got were too thin on the top. They were of a different barch to those previously used.

The fact that Luigi went to choose the pistons highlights one of the characteristics of the operation. The garage's staff at Comblain is minimal. There's Jean, Luigi (who organises the garage and builds engines in between), Francesco (who does the race chassis and normal garage work), and a couple of normal garage staff who do all the customer work. And that's all. The race personnel who turn up to the circuits of Europe are amateurs who have other jobs to do. Thus when a race is over, it's often the two non-paying drivers, Dieudonne and Xhenceval who drive the truck home, while Luigi dashes back to organise the garage and the part timers go back to their regular jobs.

Luigi has had to turn down an appreciable amount of work in the garage to undertake his racing programme. BMWs come from Brussels to be tuned, and a number of French G1 competitors wanted their cars to be prepared by Luigi but he had to turn them away. The races are prepared in massive chunks of all nighters, but when the work is over, Luigi enjoys life. He's a persistent eater, enjoys his food and makes sure that life isn't all hard work for the mechanics when they're at a race meeting. Being the man who's involved in the race building, Luigi is the first man on a car in the pits. He's proprietor, team manager, chief mechanic and ordinary mechanic. It may sound the most amateur organisation in Europe, but it's also at the top of the ETC tree. And that's all the fruit of hard work.

Luigi Cimarosti climbs the Cote de Masbourg hillclimb in his very special Fiat 600.



Brian McGuire's Kelly Girl Williams started from pole and led all the way.

THRUXTON 5000

Meet Kelly's hero!

Brian McGuire scores surprise 5000 victory — Fatal accident to John Wingfield — Magee second after Purley retires — Good drive gives Musetti third — Report: CHRIS WITTY

"No bull, it really was a nine-tenths drive", said Brian McGuire after his excellent victory in the ShellSport 5000 series at Thruxton last Sunday. The Australian, who once raced for the same Formula 3 team as Alan Jones, took his ex-works Williams Grand Prix car to a win that surprised many, for it was by no means a fluke victory.

McGuire, whose attempts at racing with any regularity during the past few years have been interrupted by business commitments and illness, really got it altogether on a circuit where he has excelled in the past. He led away from the pole, built up an early lead over series leader David Purley, and maintained it. Any challenge that we may have expected to come from Purley evaporated on lap 11, when his Lec Chevron broke a driveshaft while powering past the pits.

This left McGuire with a large lead of almost half a minute over the battle going on for second place. This eventually went in Damien Magee's favour after the Irishman had started well down the grid after problems with the Hexagon Penske PC3 Grand Prix car in practice. Val Musetti drove his best race ever to bring his Ford V6-engined March home next, just in front of Andy Sutcliffe's RAM Brabham and Mike Wilds similar F1-powered Ensign.

It was a good race, although sadly marred by the death of John Wingfield, who crashed his F2 Ralt into the concrete Marshal's post on the inside of the track at Village at the end of the first lap.

ENTRY & PRACTICE

After the good turnout at the Bank Holiday Brands meeting, thanks mainly to an influx of foreign Formula 2 participation, there was still good reason for another excellent race at Thruxton last weekend where ShellSport series leader David Purley could, with yet another win, have clinched the title from his nearest pursuer Damien Magee.

Purley, despite being beaten in the Brighton Speed Trials the day before, had no real problems with Chevron B30 during practice but was not able to better Brian McGuire's 1m 11.0s in either session to take the pole. This was perhaps surprising because Purley, at an earlier Thruxton 5000 race this season, had taken the pole at 1m 10.6s.

McGuire's F1 Williams, resplendent in it's Kelly Office Girls green livery, had been back to Frank Williams's workshops for a checkover after its poor showing at Brands, and a redesigned fuel header system seems to have solved the team's fuel pressure problems from earlier races. McGuire was really happy with the car: "Now that I know it's set up, all I really have to do is turn the steering wheel."

Equalling the time of Purley was none other than Brian Henton. Nice to have you back, mate. Henton was in one of Brian Lewis's Boxers, the car usually driven by Tony Rouff. Explaining why Henton was in the car, Lewis said, "We wanted to try some things out on the car which we did in testing with Brian, so why not in competition as well?"

Henton's time in the Swindon BDX-engined car would have seen him fourth fastest had he done it at the Easter F2 meeting. Unfortunately a rubber belt broke on the engine in the second session just as Brian was getting into the groove. And it meant that the team would have to fit a spare 1600cc Atlantic motor for the race.

in the "ex-Walkinshaw" March-Ford V6, whil Ray Mallock, like Henton, was putting in good la times with his much modified F2 March whic had he done it at Easter, would have seen hi sixth fastest on that grid.

Andy Sutcliffe was spending more time gettin acclimatized to both Thruxton and racing again the RAM/Fridays F1 Brabham BT44B which ha been pedalled by Loris Kessel, Bob Evans an Rolf Stommelen among others, while Mike Wilds in the F1 Ensign hired by Roger Springett of P. Reilly from Antonio Bernando, was having t take things easy as the team's finances are a litt tight these days and they were saving the tyres.

Moving further back down the two-two gri Bob Evans was finding the David Hepworth owned McLaren M25 a handful with its rising rate front suspension. "It's the twitchiest car I'v driven in seven years of racing," said Bob afte wards. Unfortunately they can't really d anything in the time available to sort out th rising-rate system which, according to McLare designer Gordon Coppuck, is why he took it o their existing F1 cars.

Keith Holland had fluctuating oil pressur problems with his Len Gibbs-entered F5000 Lol T400 and he too, like Evans, was finding the ca twitchy through Thruxton's fast flat-out sweeps "Mind you, I hate this place anyway," explaine Keith before the race, "so I'll just take it easy an hope that it lasts now that we've taken the o pressure relief valve out."

The final potential race winner and, for tha matter, the only man who could take the serie from Purley, was Magee, but he was having bi problems. The Hexagon team had only jus collected their rebuilt Cosworth DFV the nigh before, and then they missed the first session wit a combination of problems too numerous t mention. Damien got out in the second sessio but then a spark box packed up and his time wa only set after a handful of laps. He would have t work somewhat if he were to catch Purley in th race, but Damien's used to coming from behin anyway.

FASTEST QUALIFIERS

Brian McGuire (F1 Williams-Ford FW04)	1m 11.0
David Purley (F5000 Chevron-Ford B30)	1m 11.4
Brian Henton (F2 Boxer-Ford PR762)	1m 11.4
Val Musetti (F5000 March-Ford 751)	1m 11.8
Ray Mallock (F2 March-Ford 75B/M)	1m 12.0
Andy Sutcliffe (F1 Brabham-Ford BT44B)	1m 12.2
Mike Wilds (F1 Ensign-Ford MNO2)	1m 12.8
John Nicholson (F2 March-Chevrolet 752)	1m 12.8
Norman Dickson (F2 Modus-Ford M3)	1m 13.0
John Wingfield (F2 Ralt-Ford RT1)	1m 13.0
Bob Evans (F5000 McLaren-Chevrolet M25)	1m 13.0
Keith Holland (F5000 Lola-Chevrolet T400)	1m 13.4
Damien Magee (F1 Penske-Ford PC3)	1m 13.6
Divina Galica (F1 Surtees-Ford TS16)	1m 13.8
Derek Cook (FAt Chevron-Ford B27)	1m 14.2
Bernard de Dryver (F2 March-BMW 752)	1m 14.4
Peter Wardle (FAt Surtees-Ford TS15)	1m 14.4
Terry Perkins (FAt Sana-Ford)	1m 14.8
Emilio Villota (F1 Lyncar-Ford 006)	1m 15.0
Derek Worthington (F2 March-Ford 762)	1m 15.4
Dennis Leech (F5000 Chevron-Chevrolet B28)	1m 15.6
Mike King (FAt Lola-Ford T360B)	1m 16.0
Chris Featherstone (F5000 McRae-Chevrolet GM1)	1m 18.0
Allan Kayes (F5000 Lola-Chevrolet T330)	1m 19.8
Roy Baker (F2 March-Ford 75B)	1m 20.2
Adrian Russell (FAt Lola-Ford T460)	1m 21.8
Chris Choat (F5000 Trojan-Chevrolet T101)	1m 24.2
Jeremy Sumner (FAt Chevron-Ford B27)	*
Richard Scott (FAt Modus-Ford M3)	*

* Outside 110% qualifying limit but allowed to start.
** Did not qualify in practice but allowed to start.

RACE

Moments before the start, Creighton Brown mentor of Mallock's Ardmore Team, said he had a feeling there would be a bit of bumping and boring at the start. How right he was, but how unfor tunate in that it was his car that became involved

Mallock, trying to cope with a suspect clutch had stalled on the line after the final warm-up lap His arms waved aloft, most of the field manage to avoid him, but someone coming from behind hi Derek Cook's Atlantic Chevron into Mallock an both were immediately out.

Up front, Purley had got the jump on McGuir but the DFV's superior middle-range torqu pulled the Williams back alongside so that, as th pair of them braked for the complex, McGuire wa brave and confident enough to dive across th Chevron and take his position at the front.

So as they completed the first lap, these tw were chased by Wilds, Sutcliffe, Musetti, Evan and Magee, the latter pair having thundere through the carnage at the start to make up goo ground. Nicholson was briefly holding of Holland, Henton, Bernard de Dryver's F2 March BMW and Divina Galica's F1 Surtees TS16.

It was on the second lap that John Wingfiel had his accident, and although rescue units wer quickly into position to assist at the marshal' post where it happened, it appears there was littl anyone could do, as the car had smote th concrete breeze blocks side-on, the whiplas breaking the driver's neck.

area on the far side of the circuit was kept under yellow caution flags throughout, no vehicles were on the track apart from the racing cars, so it was decided to let the event continue.

McGuire and Purley started to pull away from the rest with ease. We've expected it from Purley, but from McGuire, this was indeed a pleasant surprise. But Purley's challenge faded at one-third distance when a driveshaft snapped, possibly a legacy from too many drag starts at the Speed Trials the day before.

At the time of Purley's demise, Magee suddenly started to gather speed, for now he had a very real chance of overhauling Purley for the championship. But Damien was finding Evans a tough man to pass, although both of them were still stacked up behind Wilds. First Sutcliffe and then Musetti, had scrabbled past the Ensign under braking for the chicane to give us all what the F3s beforehand, had failed to provide.

Soon after Purley's retirement, there appeared an ominous smoke trail from Evans's McLaren. It grew steadily worse, but it still took Magee several more laps to scrabble by. Once he had done that, Damien promptly spun at the chicane, which allowed Evans by again, although that situation didn't last long either. Two laps later Bob Headed for the pits with a blown piston.

Further back, both Henton and Miss Galica had caught and passed Nicholson, whose Chevrolet Vega-engined F2 March was also beginning to smoke, and this eventually led to the engine builder's retirement. Miss Galica then warmed herself up, got the bit between her teeth and successfully tackled the irrepressible Henton, the latter eventually retiring just four laps from home when a belt came off the Atlantic engine.

With McGuire now long gone, attention therefore was focused on the highly entertaining battle for second, which now had Musetti back in front after Sutcliffe had made a slight error entering the chicane which allowed Val a better, cleaner and faster exit. While Wilds watched closely, Magee pulled back the deficit from his time-consuming spin in no time, and had caught them. He picked off Wilds on lap 22 and then, a lap later, swooped past both a surprised Sutcliffe and Musetti out around the back. But any hopes that Magee might make inroads into McGuire's lead were swiftly nullified by a stopwatch that relayed the message that Damien was contented with where he was until the end.

It had been an exceptionally good, fast and thoroughly entertaining race. More please.

Shellsport 5000
Thruxton, September 12
30 laps — 70.68 miles
ShellSport European 5000 Championship — round 10

1, Brian McGuire (3.0 Williams-Cosworth/Ford DFV FW04), 36m 35.4s, 115.90mph;
2, Damien Magee (3.0 Penske-Cosworth/Ford DFV PC3), 37m 09.0s;
3, Val Musetti (3.4 March-Cosworth/Ford GA 751), 37m 11.0s;
4, Andy Sutcliffe (3.0 Brabham-Cosworth/Ford DFV BT44B), 37m 14.0s;
5, Mike Wilds (3.0 Ensign-Cosworth/Ford DFV MN02), 37m 19.4s;
6, Keith Holland (5.0 Lola-Smith/Chevrolet T400), 37m 44.0s;
7, Divina Galica (3.0 Surtees-Cosworth/Ford DFV TS16), 29 laps;
8, Emilio Villota (3.0 Lyncar-Cosworth/Ford DFV 006), 29; 9, Bernard de Dryver (2.0 March-GmbH/BMW 752), 29; 10, Dennis Leech (5.0 Chevron-Weslake/Chevrolet B28), 29, etc.

Fastest lap: McGuire, 1m 11.2s, 119.12mph.

THRUXTON'S

Bruno in command

There was little doubt, judging by the form he had showed during practice, just who was going to win this qualifying round of the BP Super Visco series. It wasn't Rupert Keegan so, naturally, you would assume it to be his arch-rival Bruno Giacomelli. You would be right.

The works March driver was, in contrast to Keegan, extremely contented with his car throughout the day, ending up quickest in both sessions and leading the race from start to finish. The others were simply left struggling in his wake as, at almost unbelievable pace, he stretched his lead over Keegan at nearly a second a lap in those early, all important, opening laps.

Keegan, after a poor practice, made a brilliant start from the third row quickly to slot into second place, but he could do little about Giacomelli. The ever improving Geoff Lees, Chevron-mounted like Keegan, again gave a fine display to harry the BAF driver, throughout while Stephen South had better luck than of late to bring his familiar Bogarts March home into fourth place, just ahead of Geoff Brabham's Ralt and Tiff Needell's Safir.

ENTRY & PRACTICE

The British-based BP F3 series received a touch of international flavour when the BARC held their fourth race to be staged at Thruxton this season. It was "international" in the sense that, apart from the regular runners, the flying Dutchman Boy Hayje was making an appearance with his familiar F&S-backed Ralt, while Team Modus, enthused by the performance of Frenchman Jean-Louis Schlesser when he put Willi Siller's works Modus on pole at the Croix-en-Ternois race back in July, had him back in the same car now that Siller has, according to reports, departed from the team.

Running with his regular March unchanged, apart from the fitting of a new convex F1/F2-style nosecone for the first time, Bruno Giacomelli was particularly anxious to do well as Rupert Keegan had beaten him everytime at Thruxton this year. Bruno was fastest in both sessions, clipping a further 0.2sec off in the second to make his pole *very* secure.

While Giacomelli went even quicker in the second session, most of the leading runners failed to improve. Stephen South, worried a little by a down-on-power Toyota engine, could perhaps count himself fortunate at being given his time Chevron B34, was also well up and spectacular with it. Geoff Brabham also equalled this time in his Ralt, although had he not visited the scenic surrounds on the far side of the circuit during the second session, perhaps he might have gone quicker.

Just 0.2sec behind this trio came another three-some headed by Hayje, Keegan and Ian Flux in his Ralt. Tiff Needell was next but he too, like Brabham, might have gone faster had his engine not cut dead out on the circuit during the final session.

Mike Young ended up the fastest Modus runner, Schlesser being hampered by a broken master cylinder while "team-mate" Paulo Gomes also had problems. So too did Dick Parsons and Brett Riley, the former not being able to get the Unipart-backed Anson to handle at all.

FASTEST QUALIFIERS

Bruno Giacomelli (March-Toyota 763)	1m 16.2s
Stephen South (March-Toyota 763)	1m 16.6s
Geoff Lees (Chevron-Toyota B34)	1m 16.6s
Geoff Brabham (Ralt-Toyota RT1)	1m 16.6s
Boy Hayje (Ralt-Toyota RT1)	1m 16.8s
Rupert Keegan (Chevron-Toyota B34)	1m 16.8s
Ian Flux (Ralt-Toyota RT1)	1m 16.8s
Tiff Needell (Safir-Toyota RJ05)	1m 17.0s
Mike Young (Modus-Toyota M1)	1m 17.0s
Tony Dron (March-Triumph 763)	1m 17.2s
Jean-Louis Schlesser (Modus-Toyota M1)	1m 17.6s
Paulo Gomes (Modus-Toyota M1)	1m 17.8s
Paul Bernasconi (Ralt-Toyota RT1)	1m 18.0s
Dick Parsons (Anson-Triumph)	1m 18.2s
Pierre Dieudonne (Ehrlich-Toyota ES5/6)	1m 18.4s
Aryon Cornelson (March-Toyota 763)	1m 18.6s
Brett Riley (Modus-Triumph M1)	1m 18.8s
Wolfgang Locher (Van Diemen-BMW 276)	1m 19.2s
John Lain (Modus-Ford M1)	1m 19.4s
Bruce Coate-Bond (March-Toyota 753)	1m 20.2s
Giordono Regazzoni (March-Toyota 753)	1m 21.4s
Luis Ma de Almenara (Ray-Toyota 376)	1m 29.0s

RACE

With Keegan back on the third row, the way looked clear for Bruno to take the win he was threatening and therefore move back to the head of the BP series. However, Keegan had other ideas, for he made another one of his electrifying starts which caught everyone by surprise and, as Giacomelli glanced into his mirrors as he prepared to brake for Campbell, the first corner into the tricky complex, he must have had a near fit to see the letters "B-A-F" rammed up his gearbox.

However, Bruno was not going to be forced into an error or fall for any of the tricks Keegan had played on him earlier in the season. In fact, Bruno got some of his own back by lifting off slightly on one of the quick corners, thereby allowing Keegan to close up too much; the still air from the March's draught put the BAF Chevron driver into a lurid slide. From that moment on, Bruno was gone. He rammed in three really quick laps and shattered Keegan's hopes of hanging on. The Italian's lap times tumbled below those he had achieved in practice to such an extent that even his team was a little concerned as to whether the engine's airbox was holding its correct vacuum afterwards. But a post-race check by the scrutineers revealed that the first four cars were all alright. Hmm.

As Giacomelli gradually disappeared from view, Keegan found himself having to cope with the threatening advances of Lees, but the latter's FF style is still a little ragged by comparison to the

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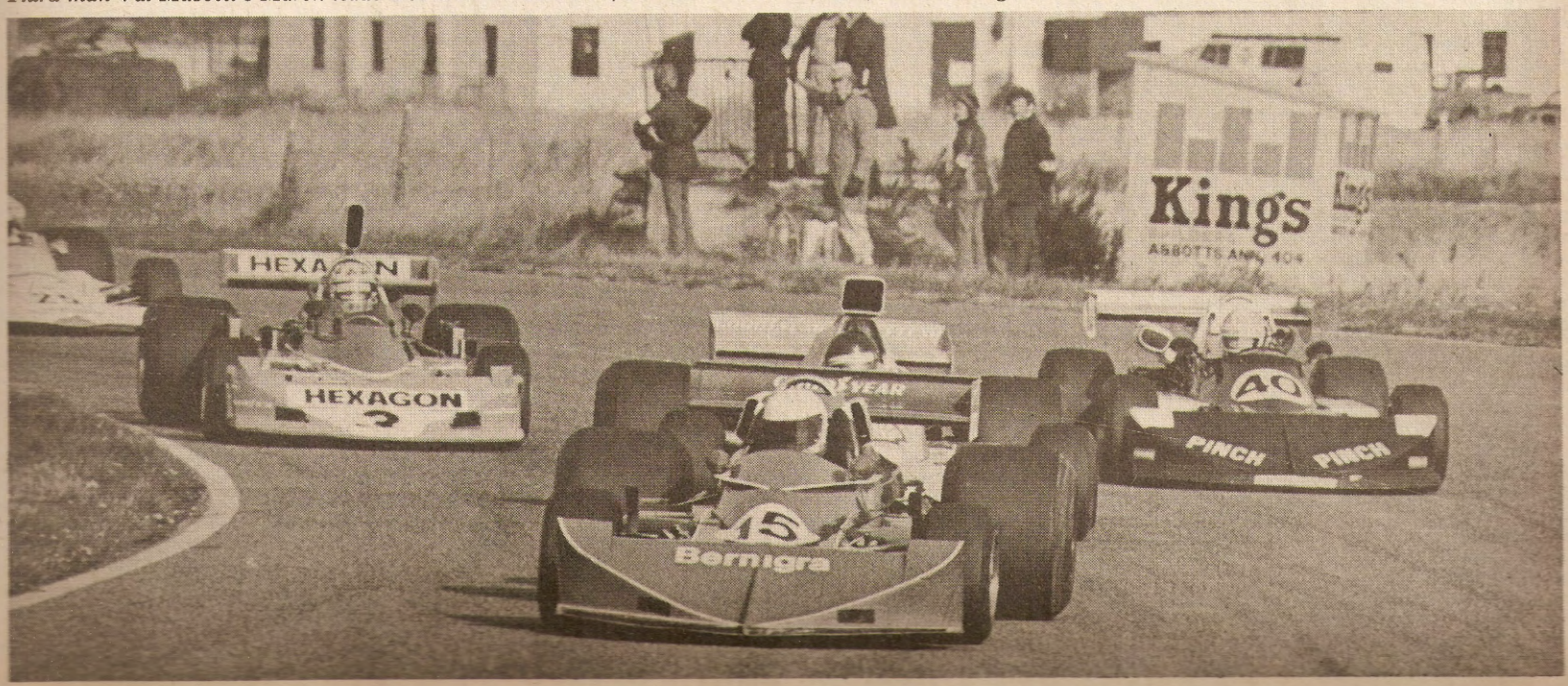
Third man Val Musetti's March leads Bob Evans's McLaren, John Nicholson's March, Damien Magee's Penske and Keith Holland's Lola.



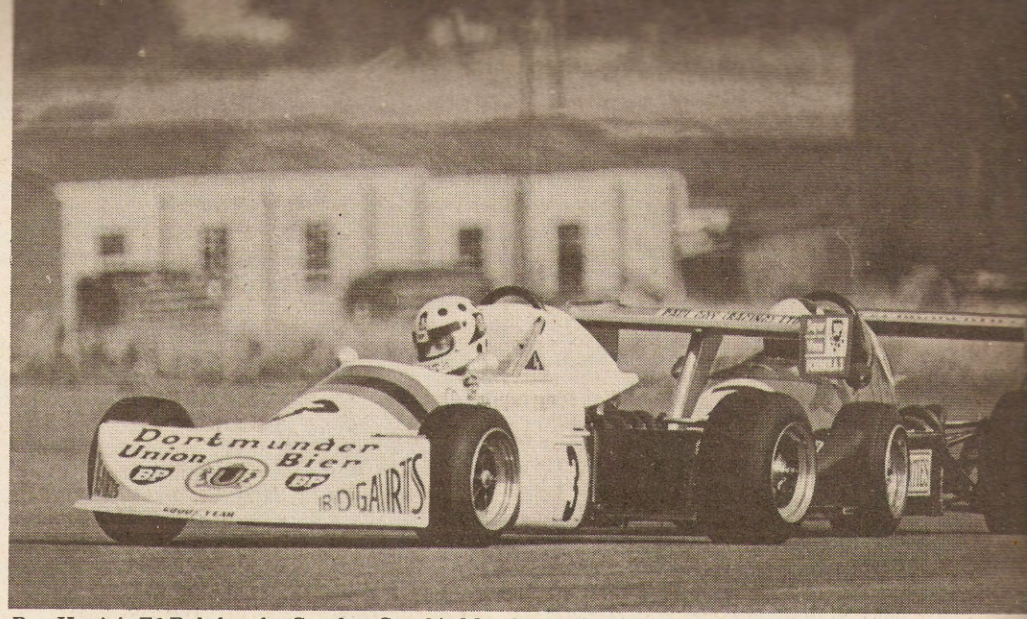
two men ahead of him, and he was never really able to get close enough to the BAF man to make an attempt at passing.

South hung on to them initially, but gradually slipped back, as did the rest headed Hayje, Brabham and Needell. Then there was another ever increasing gap to Flux, Young and Dron, the latter really working to stay on the pace of the Toyotas.

Hayje slid straight on at the chicane on lap 10 to lose his advantage, while Flux, further back, did the same. It was his second moment of the race and, as he had flat spotted his tyres, Ian called it quits. Schlesser had a time-consuming moment further back which lost him an advantage over Cornelson, Parsons and Riley, the latter pairing unfamiliarly well down.

Of the other potential point-scorers, Gomes was an early retirement on lap 3 having knocked off his nosecone after bumping into Young's gearbox at the chicane. In fact Young was another to lose a place by a needless spin exiting the chicane on the last lap while attempting to catch Needell's understeering Safir.

On reflection, it was a poor F3 race, with hardly any overtaking, and places were gained by errors of judgement rather than passing skill which is, after all, what F3 has built its reputation on in the past.



Boy Hayje's F3 Ralt hustles Stephen South's March into the chicane.

BP Super Visco Formula 3
Thruxton, September 12
15 laps — 35.34 miles
BP Formula 3 Championship — round 10

1, Bruno Giacomelli (March-Novamotor/Toyota 763), 19m 10.8s, 110.55mph;
2, Rupert Keegan (Chevron-Novamotor/Toyota B34), 19m 18.8s;
3, Geoff Lees (Chevron-Novamotor/Toyota B34), 19m 19.0s;
4, Stephen South (March-Novamotor/Toyota 763), 19m 22.2s;
5, Geoff Brabham (Ralt-Novamotor/Toyota RT1), 19m 27.2s;
6, Tiff Needell (Safir-Novamotor/Toyota RJ05), 19m 30.2s;
7, Boy Hayje (Ralt-Novamotor/Toyota RT1), 19m 36.4s; 8, Mike Young (Modus-Novamotor/Toyota M1), 19m 39.6s; 9, Tony Dron (March-Holbay/Triumph 763), 19m 40.4s; 10, Aryon Cornelson (March-Novamotor/Toyota 763), 19m 51.8s, etc.

Fastest lap: Giacomelli, 1m 15.8s, 111.89mph **(record).**

SUPPORTING RACES

FF to Walsh

The BARC split their massive Formula Ford entry into two heats and a final for DJM points, and the two heats kicked off the day. It was important for Derek Warwick to finish somewhere in the points, for Rod Bremner was playing his double points joker, threatening Warwick's championship lead. However, it was Jim Walsh's now Rowland-engined Royale which took off into the lead of heat one from Philip Bullman's Hawke and Warwick. While Walsh slowly pulled away, Warwick took second in the first lap, but was shadowed by Bullman right the way to lap six when Warwick and the other leaders fell foul of a backmarker, Warwick terminating his race here which let Bullman into second while Chris Skellern finished third after Nigel Gough spun at the Complex, but still finished fourth.

Rod Bremner dominated the second heat, taking the lead from Mark Syms' Hawke on the first lap at Club. Syms then succumbed to David Heale on the second lap, but offered more of a fight when Don Sobering came along, and after various place changes, Syms just pipped the Canadian by 0.2s for third place.

Brian Prebble's stint in the lead of the Forward Trust 1000 special saloon car championship round was brief, for Ginger Marshall's Mini Countryman very soon overtook the Imp and won by just three seconds, for Prebble hung on grimly all the way, but never really challenged. The 1.0 Imps of Alan Wood and Andrew Hartwell and the 850 Minis of David Enderby and Reg Ward provided an amusing scrap for third, some way behind the leaders, which was finally taken by Wood who led most of the way anyway but Enderby and Ward put Hartwell's bigger engined Imp to shame by demoting him to fifth, although all four were covered by 2.2s. Ward equalled the class lap record in his efforts.

John Webb's Lotus Elan shot off pole position for his sponsor Monsieur Rochas's *Classic Car* final round in every effort to clinch the championship for himself, but the superior power of Richard Thwaites' 2.2 Brabham BT8 soon told and coming up the hill on lap one, Thwaites took the lead he wasn't to lose. Webb slipped back to join a substantial group including the Elans of team-mate Ken Eady and David Preece, the Lotus 23Bs of Brian Cocks and David Dawson, the Elva of Mike Wood and the Lola of Michael Ostroumoff. While Webb slowly got involved in this lot who were having a great time outbraking one another, Wood and Cocks pulled away with Cocks getting second on the last lap by 0.8s. Former rallycrosser Preece was charging along as ever in the Elan and caught up Webb to pip him on the final lap for fourth and first in class with Webb next before Ostroumoff and Dawson bringing up the rear.

Final event of the day was the DJM FF final over ten laps, and for this, Bremner and Walsh vowed to help one another to stay out of trouble and work together to pull away. This they did for a couple of laps, but it didn't seem to be working, for David Heale was still on their tail and nipped into second behind Bremner on the fifth lap, but was back in third again a lap later. On the ninth lap, it was still Bremner's lead, but he lost it on the last lap, until coming up to the chicane, he nosed alongside Walsh, who said that he was already moving over to take the inside line for the chicane. Bremner was squeezed onto the grass, had a brief moment but long enough for Walsh to get through to win by 0.4s from Heale, before a recovered Bremner. Bremner later protested Walsh's driving. Bullman had seemed to have his sights on fourth but had a moment after half distance which gave Don Sobering the position, before a virtual deadheat between Syms and Murray Dudgeon, who after nearly ten laps of dicing, were separated by nothing.

BOB CONSTANDUROS

DJM Records Formula Ford, heat one (7 laps): 1, Jim Wals (Royale-Rowland RP21), 10m 17.4s, 96.16mph; 2, Philip Bullma (Crosslé-Minister 30F), 10m 24s; 3, Chris Skellern (Crosslé-Schola 30F), 10m 38s; 4, Nigel Gough (Van Diemen-Scholar RF76), 10 39.4s. **Fastest lap:** Walsh, 1m 26.8s, 97.71mph.

DJM Records Formula Ford, heat two (7 laps): 1, Rod Bremne Crosslé-Rowland 30F), 10m 20.2s, 95.73mph; 2, David Heal (Reynard-Rowland 75F), 10m 21.6s; 3, Mark Syms (Hawke-GG DL15), 10m 24s; 4, Don Sobering (Crosslé-Rowland 30F), 10 24.2s. **Fastest lap:** Bremner, 1m 26.8s, 87.71mph.

Forward Trust 1000 Special Saloon Championship round (8 laps) 1, Ginger Marshall (1.0 Mini Countryman), 12m 27s, 90.84mph; 2 Brian Prebble (1.0 Hillman Imp), 12m 30s; 3, Alan Wood (1.0 Hillman Imp), 13m 5.8s; 4, David Enderby (850 Morris Mini), 13m 7.4s. **851cc to 1000cc:** 1, Marshall, 90.84mph; 2, Prebble; 3, Wood **Fastest lap:** Marshall, 1m 31.6s, 92.59mph. **Up to 850cc:** 1 Enderby, 86.17mph; 2, Reg Ward (Morris Mini); 3, Charle Bernstein (Austin Mini). **Fastest lap:** Ward, 1m 36.4s, 87.98mp **(equals record).**

Rochas Classic Car Championship round, over 3000cc fron engined, 1300cc to 3000cc front engined, up to 1300cc fron engined, over 2000cc sports racing and up to 2000cc sports racin (8 laps): 1, Richard Thwaites (2.2 Brabham BT8), 12m 30.6s 90.40mph; 2, Brian Cocks (1.6 Lotus 23B), 12m 52.8s; 3, Mike Woo (2.0 Elva Mk7S), 12m 53.6s; 4, David Preece (1.5 Lotus Elan), 12m 57.2s. **Over 3000cc front engined GT:** 1, Bob Linwood (4.7 TVR Griffith 200E), 79.05mph; 2, Stuart Bond (3.7 Aston Martin DB4GT) no other starters. **Fastest lap:** Linwood (1m 44s, 81.55mp **(Record). 1300cc to 3000cc front engined GT:** 1, Preece, 87.30mph 2, John Webb (1.6 Lotus Elan); 3, Ken Eady (1.6 Lotus Elan S1) **Fastest lap:** Preece, 1m 35.4s, 88.91mph. **(record). Up to 1300c front engined GT:** 1, Jem Marsh (1.3 Marcos GT), 82.33mph; 2 Roger Friend (1.2 Lotus Elite); 3, Martyn Field (1.1 Healey Sprite Targa Florio). **Fastest lap:** Friend, 1m 40.8s, 84.14mph **(record). Over 2000cc sports racing:** 1, Thwaites, 90.40mph; no othe starters. **Fastest lap:** Thwaites, 1m 31.6s, 92.59mph **(Record). Up t 2000cc sports racing:** 1, Cocks, 87.80mph; 2, Wood; 3, Michae Ostroumoff (1.2 Lola Mk1). **Fastest lap:** Cocks, 1m 34.4s, 89.85mph

DJM Records Formula Ford Championship round (10 laps): 1 Walsh, 14m 39.6s, 96.43mph; 2, Heale, 14m 40s; 3, Bremner, 14m 41s; 4, Sobering, 14m 46.4s; 5, Syms, 14m 49s; 6, Murray Dudgeon (Royale-Minister RP21), 14m 49s. **Fastest lap:** Walsh, Bremner Sobering, 1m 26.6s, 97.94mph.

CASTLE COMBE

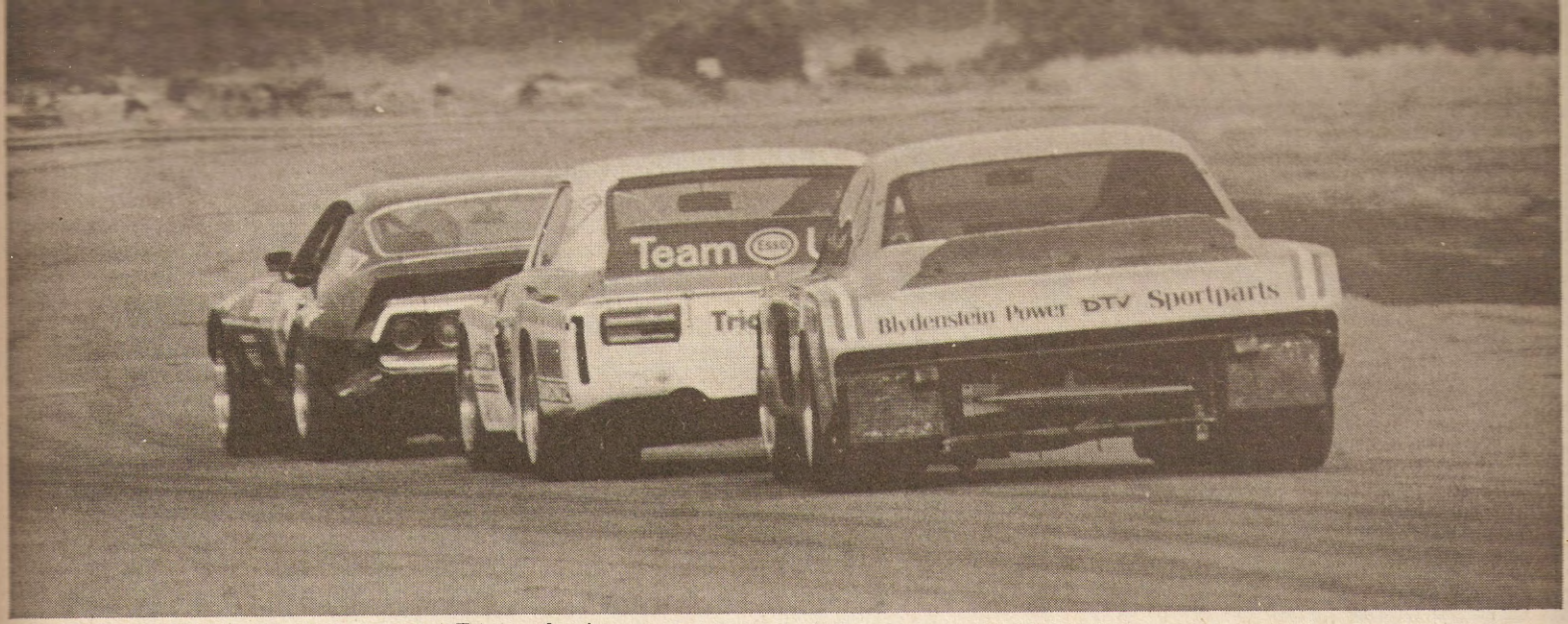
Gerry's saloon record

Some of the most entertaining club racing seen in 1976 took place at Verdant Castle Combe last Saturday. The newly formed Castle Combe Circuit Ltd, with the BRSCC SW's Howard Strawford in command, could not have wished for a more successful day for despite many accidents the BRSCC SW Centre still managed to cram ten races into five hours. That's value for money!

Five class records were broken, the most meritorious falling to Gerry Marshall who peered through the oil-covered screen of Baby Bertha to win the Tricentrol Supersaloon round and break Vince Woodman's two week old record, leaving the outright saloon car record at 105.14mph. A cracking Mini 7 round was won by Hugo Shipley's Setyres Harris Mini from Graham Wenham while the combined Monoposto/Formula 4 race saw two excellent dices with Allan Baillie pipping Robin Strange in the former while Roy Lewington inched home ahead of John Brown in the latter. Nigel Mansell's sideways Hawke DL11 took the main Formula Ford honours in a particularly fraught race but the Hawke of Tiff Needell had to play second fiddle to Ian Taylor's Dulon in the exciting APG Formula Ford 2000 race after Frank Sytner's similar Dulon crashed heavily. Barrie Williams nudged Neil McGrath onto the grass to take Renault 5 honours and the other races fell to John Cooper (Modsports), Chris Simms (Special Saloons), Wayne Wainwright (Ford Mexico Challenge), and Roy James (non-championship Formula Ford).

After three laps of the combined Varley Monoposto and Formula 4 race, Allan Baillie's very successful Viking (over 80 races)-Swindon (15 races without a rebuild) looked to have the race in his pocket. But then his clutch refused to disengage allowing Robin Strange's rebodied Brabham BT23 to close. Triple champion Baillie then had to use his experience to keep Strange at bay despite the Brabham making vast inroads at Quarry each lap. Having lost ground to Strange, "The Streaker" (Lotus 35) diced with promising ex-karter Peter Gillet until Gillett's Genie stopped at half distance after the driver heard a bang from the engine or transmission. "The Streaker" thus took a safe third from Trevor Scarratt's Brabham BT21B who managed to open a small gap during the closing laps to Roy Lewington's Formula 4 ex-Gerry Birrell Brabham BT28 which had been caught by John Brown's Delta. They rounded Camp side by side on the last lap with joint lap record holder (with Alex Lowe's Chevron which climbed well through the field despite a misfiring engine) Lewington beating Brown by a wheel.

A superb Mini 7 race followed which was nearly spoiled by three overworked scrutineers who could not inspect all the entries before the Mini 7 practice was over. Some of the fancied runners



Saloon aces: the Graham-Woodman-Marshall Tricentrol train.

were further back than usual on the grid but plenty of incidents and consequent yellow flags closed the field. Hugo Shipley, Graham Wenham and Julian Cutler were exploring nerve racking passing manoeuvres for the first three laps and then they were joined by Reg Armstrong who had pulled up well from his lowly grid position. Then while Shipley fended off Wenham and Cutler, Graham Woskett deposed Armstrong who was tailed by Martin Goodall. Two laps from the end Cutler flew into Quarry with the brakes not working properly and in the ensuing melee Armstrong hit Cutler. Shipley passed Wenham on the last lap to snatch victory by 0.2s and then came a small gap before Colin Fraser, Graham Woskett, and Martin Goodall and then another gap before Terry Pudwell and Graham Larrington. Dicing right the way down the field, tremendous.

Mark Syms' Hawke DL15 spun away the lead of the Datsun (Berkeley Place) Ltd Formula Ford race on lap two after a nudge from behind. Nigel Mansell's Hawke DL11 retook the lead with David Toye's Royale RP21 and Gareth Lloyd's Dulon MP15 right behind and then a small gap to Alex Hawkridge's Royale RP21. Places were swopped frequently but always Mansell was in command. Toye and Lloyd revolved at Old Paddock on lap eleven while Hawkridge was leading for the next two laps with Mansell up his gearbox and then a small gap to a fast rising John Skinner (Dulon MP15), Tony Broster (Dulon MP17) and Paul Wootten (Dulon MP17). Mansell in only his eighth race was showing great determination as he barged Hawkridge onto the grass at the fast Old Paddock bend two laps from the end to retake a comfortable lead which he held until the end with Skinner going round the outside of Hawkridge at Camp on the last lap to claim a good second while Broster was only 0.2s behind Hawkridge.

Chris Simms' pristine Vauxhall Magnum led the Datsun (Berkeley Place) Ltd special saloon car race from start to finish, moving to within one point of Steve Harris in the BRSCC SW Special Saloon Car Championship despite the Magnum being sold. A terrific dice for second eventually fell to Brian Prebble's Hartwell Imp while John Routley's Longman Mini barged past Steve Harris' Mini on the last lap to finish third. Tony Williams smokey Jaguar Mk2 managed to keep ahead of a real tussle between the Mini of Robin Bastable and the Imp of Basil Dagge which finished in that order with both drivers recording the same time. The drive of the race belonged to Ref Ward's ultra low 850cc Mini which climbed from a lowly grid position after blowing a head gasket in practice, breaking David Enderby's two-week-old class record in the process.

For eleven laps the Allied Polymer Formula Ford 2000 race lay between the Ken Hensley Dulon MP18s of Frank Sytner and Ian Taylor and the Hawke DL16 of Tiff Needell. Then Sytner pulled away as Taylor and Needell tripped over each other at Old Paddock but on lap fifteen Sytner's Dulon cannoned into the bank at Tower after the throttle stuck open. Despite a bad misfire Taylor held onto the lead with Needell losing ground slightly in the closing laps as he got held up by backmarkers. A good dice for third between Rad Dougall (Hawke DL16 with side pods), Nick Foy (Reynard), Oscar Notz (Crosslé), and Bernard Vermillio (Merlyn) finished in that order with one second between them but without Dougall who went off at Old Paddock on lap seventeen. Roger Orgee's disappointing Elden took sixth having diced with Divina Galica for a long time before the gear linkage broke on Galica's Rolatruc Elden. Retirements included Geoff Friswell's Hawke with a broken nose splitter and dirt in the engine after a grassy excursion while Adrian Reynard having his first race for over a year and dice to start on the front row in a brand new car as well could not improve upon his reserve status.

The boring Renault 5 race was only enlivened by the antics of Barrie Williams who tried everything to pass Neil McGrath's leading car. McGrath was lucky not to get penalised for a creeping start and as they rounded Camp for the last time Williams squeezed through on the inside, lent on McGrath who spilled onto the grass, and took the race by 0.2s. Williams also broke Trevor Peckham's lap record by a surprisingly large margin. Divina Galica had a lonely race in third as did John Bell in fourth and in fifth Charles Sawyer-Hoare kept ahead of Richard Hassell.

Young Wayne Wainwright led the Debenhams Escort Challenge race from start to finish but he always had John Waterman close behind and despite both cars wobbling under heavy braking at Camp on the last lap, Wainwright held onto the lead. Graham Hollis' Mk2 Escort was always a second behind the two leading Mk1 Escorts in third but a thrilling dice for fourth fell to Dennis Bradley who just pipped Neil McGrath on the line. Two cars rolled at Old Paddock on the first lap with both David da Costa and Bob Fox retiring unhurt.

The BRSCC Modified Sports car race was another flag to flag victory but this time John Cooper's lovely Porsche had no opposition. Robin Gray's Morgan slowed drastically on the last lap but he still maintained second but behind a spirited tussle between the MG Midget of Gordon Howie and the Mini Jem of Ian Hall (rebuilt after an accident at Combe) finished in a dead heat with Hall taking the outside line at Camp and then having the engine cut out momentarily!

Some of the contestants for the Tricentrol Supersaloon race looked like the walking wounded with Colin Hawker's all-conquering DFVW retiring on the warm-up lap with a recurrence of his practice problem of a broken gear selector. Tony Strawson blew his engine in practice while Nick Whiting struggled with the gearbox in his *Kent Messenger* Escort after practice when fifth gear disappeared.

Gerry Marshall's rapid 5.0 Firenza Repco Holden V8 blasted into the lead for the first three laps before slowing to queue up behind the dice between Vince Woodman's 3.4 Ford Capri and Stuart Graham's 7.0 Camaro. On lap six Graham's Faberge Camaro blew up mightily on the pits straight, Marshall's Firenza sliding wildly on the oil and then dropping back with an opaque windscreen. With the wipers working furiously to clear the oil, Marshall plugged on and when the DTV man had enough vision he rocketed after the Group 2 430bhp Capri of Woodman, passing him for good on lap ten. Bill Dryden's more conventional Firenza held third throughout but he was threatened by Nick Whiting's Escort which rapidly made up ground after a bad start with the engine not picking up and then he was plagued with a misfire. Tony Rosen's 5.0 Ford Capri was the last of the competitive runners, Dave Price having worked miracles to build the car after Rosen's Mallory accident and then finding that the car misfired on the grid.

Following the demise of David Dickson's Royale RP21 at half distance the consolation Formula Ford race rested between Roy James' Royale RP21, Bob Vicker's Hawke DL12 (a good drive from the back of the grid), and Chris Hill's shoestring Nike 6M. James showed good form in holding off Vicker to the flag with Hill an encouraging two seconds behind in third.

COLIN MASTERMAN

Varley Batteries Monoposto Championship round/Formula 4 Championship round (10 laps): overall and Monoposto: 1, Allan Baillie (Viking-Swindon 1A), 11m 05.6s, 99.52mph; 2, Robin Strange (Brabham BT23), 11m 06.2s; 3, "The Streaker" (Lotus 35), 11m 15.8s; 4, Trevor Scarratt (Brabham BT21B), 11m 20.6s. **Fastest lap:** Robin Strange, 1m 04.8s, 102.22mph. **Formula 4:** 1, Roy Lewington (Brabham BT28), 11m 21.2s, 97.24mph; 2, John Brown (Delta IRF4B); 3, Bruce West (GRD 373); 4, Lew Wright (March 713M). **Fastest lap:** Roy Lewington and Alex Lowe (Chevron B20), 1m 06.4s, 99.76mph **(record).**

Leyland Cars National Mini 7 Challenge round (10 laps): 1, Hugo Shipley, 14m 26.0s, 76.49mph; 2, Graham Wenham, 14m 26.2s; 3, Colin Fraser, 14m 28.4s; 4, Graham Woskett, 14m 28.6s; 5, Martin Goodall, 14m 29.4s; 6, Terry Pudwell, 14m 33.6s. **Fastest lap:** Hugo Shipley, 1m 23.0s, 79.23mph.

Datsun (Berkeley Place) Ltd, Formula Ford BRSCC SW Championship round (15 laps): 1, Nigel Mansell (Hawke-Smith DL11), 17m 54.6s, 92.46mph; 2, John Skinner (Dulon MP15), 18m 05.0s; 3, Alex Hawkridge (Royale-Smith RP21), 18m 05.6s; 4, Tony Broster (Dulon-Newbridge MP17), 18m 05.8s; 5, Mike Wallaker (Jomic-Rowland Mk2A), 18m 07.0s; 6, Paul Wootten (Dulon-Minister MP17), 18m 08.0s. **Fastest lap:** John Skinner and Mark Syms (Hawke-GGS DL15), 1m 09.8s, 94.90s.

Datsun (Berkeley Place) Ltd Special Saloon Car BRSCC SW Championship round (10 laps); overall: 1, Chris Simms (2.3 Vauxhall Magnum), 12m 12.4s, 90.44mph; 2, Brian Prebble (1.0 Hartwell Imp), 12m 21.2s; 3, John Routley (1.3 Longman Mini), 12m 22.4s; 4, Steve Harris (1.3 Harris Mini), 12m 24.6s. **Over 1300cc:** 1, Chris Simms; 2, Tony Williams (3.8 Jaguar Mk2); 3, Terry Sheppard (3.8 Jaguar Mk2). **Fastest lap:** Chris Simms, 1m 11.8s, 92.26mph. **1001 to 1300cc:** 1, Routley, 89.22mph; 2, Harris; 3, Peter Richman (1.3 Mini). **Fastest lap:** John Routley, 1m 13.0s, 90.74mph. **851 to 1000cc:** 1, Brian Prebble, 89.37mph; 2, Robin Bastable (1.0 Clements Mini); 3, Basil Dagge (1.0 Hillman Imp). **Fastest lap:** Brian Prebble, 1m 13.0s, 90.74mph. **Up to 850cc:** 1, Reg Ward (Mini), 13m 05.8s, 84.30mph; 2, Terry Price (Mini); 3, Peter Andrews (Mini). **Fastest lap:** Ward, 1m 15.4s, 87.85mph **(record).**

Allied Polymer Formula Ford 2000 Championship round (20 laps): 1, Ian Taylor (Dulon-Nelson MP18), 22m 03.0s, 100.21mph; 2, Tiff Needell (Hawke-Holbay DL16), 22m 04.4s; 3, Nick Foy (Reynard-Newbridge 76F2000), 22m 20.2s; 4, Oscar Notz (Crosslé-Titan 31F), 22m 20.4s; 5, Bernard Vermilio (Merlyn-Scholar Mk28), 22m 21.2s; 6, Roger Orgee (Elden-Nelson Mk18), 22m 36.8s. **Fastest lap:** Needell and Taylor, 1m 05.2s, 101.60mph **(established record).**

Renault 5 Elf Challenge round (10 laps): 1, Barrie Williams, 15m 48.6s, 69.83mph; 2, Neil McGrath, 15m 48.8s; 3, Divina Galica, 15m 57.4s; 4, John Bell 16m 13.8s; 5, Charles Sawyer-Hoare, 16m 19.6s; 6, Richard Hassell, 16m 20.4s. **Fastest lap:** Barrie Williams, 1m 33.0s, 71.23mph **(record).**

BRSCC Modified Sports Car Championship round (10 laps); overall: 1, John Cooper (2.8 Porsche 911), 11m 56.8s, 92.41mph; 2, Robin Gray (3.8 Morgan), 12m 24.8s; 3, Gordon Howie (1.4 MG Midget) and Ian Hall (1.4 Mini Jem Mk2), 12m 26.8s. **Over 2000cc:** 1, John Cooper; 2, Robin Gray; 3, Tony Wingrove (2.8 Porsche Carrera). **Fastest lap:** John Cooper, 1m 06.6s, 99.46mph. **1501 to 2000cc:** No finishers. **1151 to 1500cc:** 1, Gordon Howie and Ian Hall, 88.70mph; 3, Richard Ward (1.4 MG Midget). **Fastest lap:** Gordon Howie, 1m 13.2s, 90.49mph. **Up to 1150cc:** 1, Richard Bowdidge (1.0 Davrian), 12m 50.8s, 85.94mph; 2, Ron Kirkman (1.1 Davrian Mk7); 3, Steven Roberts (1.1 Mini Marcos). **Fastest lap:** Bowdidge, 1m 15.0s, 88.32mph.

Tricentrol Supersaloon Championship round (15 laps): 1, Gerry Marshall (5.0 Vauxhall Firenza Repco Holden V8), 16m 33.8s, 99.98mph; 2, Vince Woodman (3.4 Ford Cologne Capri), 16m 45.6s; 3, Bill Dryden (2.5 Vauxhall Firenza Twin Cam), 16m 53.8s; 4, Nick Whiting (2.0 Ford Escort BDG), 16m 54.8s; 5, Tony Rosen (5.0 Ford Capri V8), 17m 17.4s; 6, Bill Cox (5.0 Ford Cortina V8), 17m 17.4s. **Fastest lap:** Gerry Marshall, 1m 03.0s, 105.14mph **(record).**

Debenhams Escort Challenge round (10 laps): 1, Wayne Wainwright, 14m 02.0s, 78.67mph; 2, John Waterman, 14m 02.4s; 3, Graham Hollis, 14m 03.8s; 4, Dennis Bradley, 14m 11.8s; 5, Neil McGrath, 14m 12.0s; 6, John Morris, 14m 15.6s. **Fastest lap:** Wainwright, 1m 22.6s, 80.92mph.

Formula Ford Consolation (10 laps): 1, Roy James (Royale-Holbay RP21), 12m 26.2s, 88.77mph; 2, Bob Vicker (Hawke-Scholar DL12), 12m 26.4s; 3, Chris Hill (Nike-Hill Mk6), 12m 28.8s; 4, Leonard Grennings (Hawke DL2B), 12m 41.2s. **Fastest lap:** James, 1m 12.6s, 91.24mph.

Exciting stuff in Radio 1 Production saloons as Ivan Dutton leads Noel Edmonds and hard-trying Gerry Marshall.

BRANDS HATCH

Lepp survives to win

Flynn, the BBC milkman, a sizeable crowd of pop fans and motorsport enthusiasts and G-OLLI, an eighty-foot high golliwog, crowded into Brands Hatch on Sunday for an afternoon of motor racing and fun under the familiar BBC Radio 1 Disc Jockey Day banner. The MCD decision to put the emphasis on FUN at the Mallory Park Radio 1 meeting and to concentrate more on the motor racing at the Brands Hatch day was ably illustrated by a well-balanced BRSCC race programme with a feature event — the 25-lap Bugsy Malone Trophy event for 2-litre sports cars — which produced a close and exciting first-place battle until mechanical failures sidelined two of the four leaders.

First up were the *Kent Messenger* 1000cc saloons with Rob Mason nearly two seconds a lap quicker on pole position in the George Bevan Sunbeam Imp with Richard Oliver and John Schneider alongside in similar cars. Mason lead from the start with Stephen Hall in the fastest Mini, tucking behind him. After one lap, Mason led by about four seconds from Mike Chapple (Imp), who had already relegated Hall to third, Oliver and Schneider. Mason proved his supremacy in this championship pulling out an ever increasing lead (21 seconds by the finish) over Oliver, who passed Chapple on lap five, Schneider and Hall, whose Mini was slowly edged down the field by the superior Imps. Mike Scott's Ford Anglia finished sixth. After receiving his award from Radio 1 DJ Paul Burnett, Mason said his sucess was because he was "not fat and doesn't cut corners".

Ireland rules OK in Formula Ford this year and those two enthusiastic young men from across the water — David Kennedy (Crosslé) and Derek Daly (Hawke) proved their point with a magnificent one-two in the Townsend Thoresen FF championship round, further increasing Kennedy's lead in this prestigious series. Kennedy lead throughout and the close racing which is the hallmark of FF was all going on behind. South African Kenny Gray, who established a new lap record with his Royale, held on to second place grimly in a three-way battle with Bobby Scott (Merlyn) and Daly until the Irishman passed first Scott and later Grey. Third Irish star in the race, Bernard Devany (Hawke) suffered understeer problems and finished just out of the points at seventh. David Lang (Royale) and Mike Blanchet (Lola), who had sat alongside Kennedy on the front row were both out of luck, Lang with a spin which dislodged his exhaust and Blanchet (on a new suspension set-up for the first time) after a bad start, kerbing the car and damaging one radiator.

The first of two races towards the BBC Radio 1 Production Saloon Car Championship produced a pair of lap records (those tubeless Kleber RS tyres again), some entertaining racing, three dead BMWs and a dead Opel. Pole position man Simon Watson threw the L & G Fire Protection BMW 30Si into Paddock ahead of the pack on lap one, hotly pursued by Tony Lanfranchi's *Mayfair* Opel, Derrick Brunt's Manitou BMW and class B leader Gerry Marshall's Hamilton Motors Vauxhall Magnum. Lanfranchi moved ahead on lap two, where he was to stay until the chequered flag, with Watson kept at a respectful distance, chased by Brunt, whose Manitou Team-mate Miles hit the barriers on lap one.

Marshall slipped down the field as Ivan Dutton's Century Oils Ford Capri and Bob Saunders' cheeky Triumph Dolomite Sprint moved up. Saunders took Dutton coming off Cooper Straight and, despite overtaking no-one else finished second in class as first Brunt and then Watson (a tragedy at Clearways on the last lap) pulled off with blown engines. Brian Pepper's Opel Commodore seized at two-thirds distance. Lower down, the promised battle between Barrie Williams, in Alan Foster's London Sports Car Centre Magnum, and Marshall never materialised for, although Whizzo was quicker than Marshall in practice, the latter made a tremendous start and Whizzo took the whole race to catch up.

The Polydor-sponsored Bugsy Malone Trophy race was a round of the RAC 2-litre sports car championship, with the grid filled up with the fully-modified class of clubmans formula cars. Had there been a Man of the Meeting award it should have gone to Ardmore Racing's clubmans driver Nick Adams, who put his Mallock U2 on pole position alongside Iain McLaren's Chevron B26 and Tony Charnell's Chevron B31. Eventual winner — and probably the quickest of the 2-litres — John Lepp's March hit clutch troubles in practice and started alone from the second row after Richard Jenvey retired his Vogue with oil pressure problems.

The first few laps were hectic, with Charnell in the lead, strongly challenged at every corner by Adams with McLaren, Vernon Davies (Mallock U2) and Lepp at loggerheads behind. These pairs of battling twins (Lepp and McLaren now leaving Davies) were covered by merely 2.8s after seven laps and a race-long battle was promised. Adams finally slipped past Charnell at Druids on the same lap that Lepp squeezed past McLaren. And then there were three, as Charnell came into the pits with a failed metering unit on lap 15. Two laps later, Lepp passed Adams for the lead and the clubmans driver slipped behind McLaren into third. And then there were two: Adams pulled into the pits having stripped second gear but thinking the diff had broken. Half way down the pit lane he realised he had third and fourth, so sped straight out again only to find third gear beginning to weaken, so he called it a day. And that was the race: Lepp held on until the chequered flag with an ample margin from McLaren, who was 25 seconds ahead of the first clubmans car home, Pete Deal's Pink Panther. Adams, who is in only his third season of racing, shared fastest lap with Lepp.

The smaller two classes of the BBC Production Saloon series were combined with the tiddlers from the BRSCC Euro-Burgess Prodsports championship. John Brindley's Mazda RX3 tops the top class, chased by Eric Cook and Alan Minshaw (RX3s) and Peter Slade (RX2), Slade waved Cook past on Brabham Straight on lap five and then pulled off at the bottom of Paddock after a wheel fell off. His undamaged car was later written off when Sid Leader's Austin-Healey Sprite fell off into it on the last lap. Class D leader Trevor Moore (Hillman Avenger) was punted off at Clearways early on, leaving championship leader Danny Alderton's Honda Civic to take the class after a race-long battle with the winner of the Prodsports section and lap-record girl, the lovely Valli.

Final race of the day was for the rest of the Prodsports lads, which was, as usual, a walk-over for Chirs Meek's Lotus Europa Special. The excitement, however, was just behind for the two Team Burgess Silencers TVR 3000M racers fought tooth and nail for second spot. On lap eight they rounded Paddock together, Colin Blower using the old circuit and Rod Gretton the new one. Side by side motoring continued until Graham Hill Bend when they both fell off in a formation spin. Charles Morgan (Morgan Rover Plus 8) took the opportunity to split them for a couple of laps until Gretton passed him (setting a new lap record on the way) only to push his team-mate too hard at Paddock again, leaving Blower in a cloud of dust two laps from the end. Chris Alford (TVR 1600M) won the £2001 to £3000 class and established a new lap record, making an impressive double-header for TVR.

The usual Disc Jockey versus Pop Star race had been replaced by the Popstacle Trials, a strange obstacle event which entailed two teams of DJs (Paul Burnett, Simon Bates, Anne Nightingale and Flynn v. Rosko, DLT, Kid Jensen and Paul Gambaccini) on scooters, feet, bikes and cars. Sadly, in view of his impending departure, Rosko's Rangers team lost to Burnett's Boppers.

ROBIN BRADFORD

Kent Messenger 1000cc Saloon Car Championship round (10 laps): 1, Rob Mason (Sunbeam Imp), 8m 51.4s, 81.54mph; 2, Richard Oliver (Chrysler Imp), 9m 12.4s; 3, Mike Chapple (Hillman Imp), 9m 14.6s; 4, John Schneider (Hillman Imp), 9m 15s; 5, Stephen Hall (BLMC Mini Cooper S), 9m 24.6s; 6, Mike Scott (Ford Anglia), 9m 33.6s. **Fastest lap:** Mason, 52s, 83.33mph.

Townsend Thoresen Formula Ford 1600 Championship round (15 laps): 1, David Kennedy (Crosslé-Minister 30F), 12m 54.4s, 83.93mph; 2, Derek Daly (Hawke-Minister DL15), 12m 56s; 3, Bobby Scott (Merlyn-Scholar Mk29), 12m 56.6s; 4, Kenny Gray (Royale-Scholar RP21), 12m 57s; 5, Rick Morris (Hawke-Scholar DL15) 12m 59.8s; 6, Matthew Argenti (Royale-Scholar RP21) 13m 02.6s. **Fastest lap:** Gray, 50s, 86.66mph **(record).**

BBC Radio 1 Production Saloon Car Championship round (15 laps); overall and over £2400: 1, Tony Lanfranchi (2.8 Opel Commodore GS/E), 14m 45.6s, 73.39mph; 2, Bob Saunders (2.0 Triumph Dolomite Sprint), 14m 58.8s; 3, David Taylor (3.0 BMW 30Si), 15m 01.8s; 4, Noel Edmonds (2.8 Opel Commodore GS/E), 15m 02.8s. **Fastest lap:** Lanfranchi, 58.2s, 74.45mph **(record). £2001 to £2400:** 1, Gerry Marshall (2.3 Vauxhall Magnum), 71.61mph; 2, Barrie Williams (2.3 Vauxhall Magnum); 3, Jeff Allam (2.3 Vauxhall Magnum). **Fastest lap:** Williams, 59.4s, 72.95mph **(record).**

Bugsy Malone Trophy RAC 2-litre Sports Car Championship round (25 laps): 1, John Lepp (2.0 March-Hart 75S), 19m 30.2s, 92.57mph; 2, Iain McLaren (2.0 Chevron-Swindon BDG B26), 19m 36.2s; 3, Peter Deal (1.6 Pink Panther-Abbott), 20m 01.6s; 4, Richard Groom-bridge (1.6Hustler-IWR Blue Flash SS4A), 20m 02.2s; 5, Martin Mansell (1.6 March-Abbott Mk16), 20m 10.4s; 6, David Orbell (1.6 Mallock U2-Richardson Mk16), 24 laps. **Fastest lap:** Lepp and Nick Adams (1.6 Mallock U2-Morgan Mk18), 45.8s, 94.61mph. **2-Litre Sports Cars:** 1, Lepp; 2, McLaren; 3, Ian Harrower (2.0 Lola-Richardson FVC T294S). **Fastest lap:** Lepp, 45.8s 94.61mph. **Clubmans Formula cars:** 1, Deal; 2, Groombridge; 3, Mansell. **Fastest lap:** Adams, 45.8s, 94.61mph.

BBC Radio 1 Production Saloon Car Championship and BRSCC Euro-Burgess Southern League Production Sports Car Championship rounds (15 laps); Overall and £1601 to £2,000 saloons: 1, John Brindley (2.0 Mazda RX3), 15m 09.4s, 71.47mph; 2, Eric Cook (2.0 Mazda RX3), 15m 09.8s; 3, Alan Minshaw (2.0 Mazda RX3), 15m 32.4s; 4, Ron Freeman (2.0 Mazda RX3) 15m 39s. **Fastest lap:** Brindley and Cook, 59.4s, 72.95mph **(record). Up to £1600 saloons:** 1, Danny Alderton (1.2 Honda Civic) 67.35mph; 2, Wendy Markey (1.2 Lada 1200). **Fastest lap:** Alderton and Trevor Moore (1.6 Chrysler Avenger), 1m 02.8s, 69mph. **Up to £2000 sports:** 1, Valli (1.5 MG Midget), 67.45mph; 2, Ken Davies (1.3 Austin Healey Sprite Mk IV), 3, Dave Karaskas (1.3 Austin Healey Sprite Mk IV). **Fastest lap:** Valli, 1m 03s, 68.78mph **(record).**

BRSCC Euro-Burgess Southern League Production Sports Car Championship round (15 laps); Overall and £3001 to £4000: 1, Chris Meek (1.6 Lotus Europa Special), 14m 17.6s, 75.79mph; 2, Rod Gretton (3.0 TVR 3000M), 14m 42s; 3, Charles Morgan (3.5 Morgan Rover Plus 8), 14m 43.2s; 4, Colin Blower (3.0 TVR 3000M), 14m 48s. **Fastest lap:** Gretton, 55.8s, 77.65 (record). **£2001 to £3000:** 1, Chris Alford (1.6 TVR 1600M), 71.06mph; 2, Anthony Bewer (1.6 Morgan 4/4); 3, Gerry Brown (1.8 MGB). Fastest lap: Alford, 59.6s, 72.7mph (record).

John Jordan wins twice

At a time when race meetings organized by the small provincial motor clubs are under fire from the "big three", it was refreshing to see the enthusiastic West Midlands club SUNBAC manage to attract large entries for the races at their annual Silverstone meeting last Saturday. The club's unique mixture of seven car races and two for motorcycles provided some close and enjoyable racing in conditions which were, incredibly, very pleasant after over an inch of rain had fallen in the area over the preceding twelve hours. It was almost like old times at Silverstone with John Jordan's 7.0 McLaren M6B taking two wins, in the Sports GT (after having a 10s penalty) and in the libre race. Other honours were taken by Brian Ireland's Hawke DL15 in the Band I Formula Ford race, after a typical battle, Tony Dickinson's Escort BDA won a fraught Patrick Motor's Saloon race and Richard Scantlebury's E-type took the Esso Uniflo Modsports race. Easy wins in the 750MC's formula races were taken by Chris Hague's Wessex (750F) and Vic Waterhouse's U2 Mk14B (F1300).

After the motorcycles the first cars out were the Formula 750s. Chris Hague's Wessex CH 767 was never seriously challenged and he pulled out a good margin throughout to win. Behind Lyn Evans' Centaur held second most of the time, despite the exhaust tail pipe falling off, but was almost caught at the end by Roger Silman (RSL), who finished third, and Bob Simpson who spun on the last lap. Keith Cooper's Condor led home a battling quartet for fifth spot.

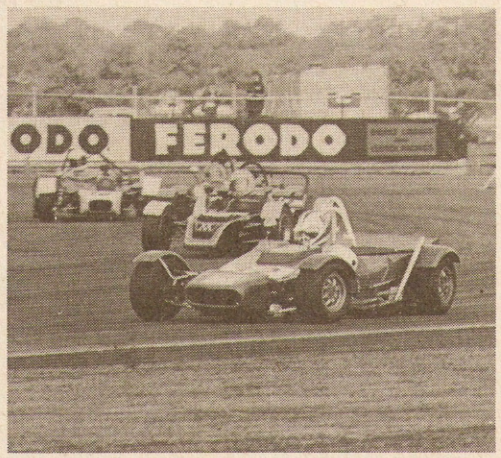
The clubmens cars of Tim Gath and Steve Russell appeared to have the race for GT, Sports Racing and Clubmens cars sewn up as John Jordan's McLaren had practised out of session and started with a 10s penalty. However, Jordan was in fine form and carved his way up to third behind Gath and Russell by lap three. He passed Russell on lap seven but had to wait until the straight on the last lap to pass Gath and win by 0.4s. Russell was third from Jim Yardley's ingenious Beagle. Next up were both class winners, namely the Lotus 23C of the evergreen Dickie Metcalfe and the Park Warren Vending MG Midget of Keith Ashby.

The Band I Trophy race provided a typical Silverstone FF battle for the lead. Considering the race sponsors operate a ferry service to Ireland it was perhaps appropriate that the Irish Marine Hawke DL15 of Brian Ireland should control the race for most of the time. Ireland led on lap one, but Barry Pigot's B.O.C. Saffire Royale RP21 took over on lap two. Then Peter Morgan's Royale RP21 took over for a couple of laps before Ireland moved to the front again. Although never hitting the front, but always in contention were Tom Wood and John Village (Royale RP21s), while David Wigdor's Image Mk2 was fighting up the field after a poor start. By the end Ireland had the situation under control and won from Morgan, Pigot, Wood, Village and the climbing Wigdor. Fastest lap was set jointly by Richard Trott (Merlyn Mk20/29) and Rick Gorme (Royale RP21) who both went out in a melée at Becketts on lap nine.

Tony Dickinson's Richard Pearson Ltd Escort BDA has been improving all season and this was demonstrated when he managed to keep Tony Sugden's Brook Hire Escort BDE at bay throughout the Patrick Motors race for Special Saloons. It was a tremendously exciting battle but Dickinson always just kept ahead. Sugden made a big effort on the last lap and very nearly spun at Woodcote passing the line all crossed up. Doug Emm's rumbling Chevrolet Camaro kept the Escorts in sight throughout but was unable to challenge taking third. Tony Whibley's Firenza held fourth for much of the race but a spin dropped him to sixth behind the battling Peter Barton (Escort BDA) and Peter Baldwin (Mini BDA), Barton just getting ahead on the last lap. Brian Miles (Cooper S) took the 1.0 class and Cliff Watts (Imp) easily won the 850 class. John Imp BDA when he went off at Copse.

With no other serious 2-litre competitors in attendance, Ian Marshall managed to escape any eligibility protests against his contentious Lotus 47 for the Esso Uniflo Modsports race, but did succumb to a spin at Becketts on lap one. This allowed Richard Scantlebury to take the lead he was never to lose in the Ziebart Jaguar E-type. Marshall recovered to take second from the E-types of Simon Watney and Reg Woodcock. Tailing the two Jags was the very rapid short stroke Midget of Robbie Gordon. John Oxborough's E-type was sixth holding off Andrew Bailey's incredibly fast P and W 1150 Sprite. Next up was the best battle of the race between Keith Ashby in Barrie Mullow's Sprite and Peter Richings' rear radiatored Midget. Richings led on a number of occasions but as he was being troubled by a locking front wheel, Ashby was able to nip ahead, driving very well, at Woodcote on the last lap.

Vic Waterhouse was never seriously challenged in the F1300 round and scored a comfortable win in his U2 Mk14B. A four car dice for second place enlivened the race and it was pleasing to see Paul Webb get the best of this as his season has been dogged with unreliability so far this year. On Webb's tail were Graham Greig, Graham Kay (both in U2s) and Steve Collier. Collier's Wells set the fastest lap in a good drive to catch this bunch after a poor start (he was tenth after one lap). Jim Ravenscroft brought the Messer 2A into a distant sixth.



Eventual fourth place man Ian Sclanders leads a 750 Formula group during their ten lap race.

was led for the first three laps by John Bowtell's March 74B but John Jordan used all of his cubic inches to blast ahead for good on lap four. Bowtell clung on and just about kept the big McLaren in sight taking an easy second place. Alan Clenell's unusual Altantic spec GRD 373 took a lonely third from Tim Gath's U2 Mk16 which climbed through the field in fine style and Roddy Harvey Bailey's March 75B, which almost fell back into the clutches of Bob Eccles old Lola T100.

PETER RICHINGS

750 Formula Championship round (10 laps): 1, Chris Hague (Wessex CH 767), 12m 19.4s, 78.29mph; 2, Lyn Evans (Centaur Mk2), 12m 23.6s; 3, Roger Silman (RSL), 12m 24.4s; 4, Iain Sclanders (DNC Mk3), 12m 54.0s; 5, Keith Cooper (Condor), 13m 0s; 6, Andrew Findon (Reon 2A), 13m 1.2s. **Fastest lap:** Bob Simpson (Special), Evans and Silman, 1m 12.2s, 80.18mph.

GT, Sports Racing and Clubman's (10 laps): Overall and over 1600cc, including Clubman's A: 1, John Jordan (7.0 McLaren M6B), 9m 52.6s, 97.68mph; 2, Tim Gath (1.6 U2 Mk16), 9m 53.0s; 3, Steve Russell (1.6 U2 Mk16), 10m 2.0s; 4, Jim Yardley (1.6 Beagle Mk3B), 10m 37.2s. **Fastest lap:** Jordan, 56.2s, 103.00mph. **1301 to 1600cc:** 1, Dickie Metcalfe (1.6 Lotus 23C), 87.41mph; 2, Tony Ranson (1.6 Gryphon C71/72); 3, Peter Richings (1.4 MG Midget). **Fastest lap:** Metcalfe, 1m 5.2s, 88.79mph. **Up to 1300cc:** 1, Keith Ashby (1.3 MG Midget), 84.6mph; 2, Keith Messer (1.3 Messer); 3, Clive Brooks (1.3 Rae). **Fastest lap:** Ashby, 1m 7.2s, 86.14mph.

Formula Ford (10 laps): 1, Brian Ireland (Hawke-Scholar DL15), 11m 2.6s, 87.36mph; 2, Peter Morgan (Royale-Davron RP21), 11m 3.0s; 3, Barry Pigot (Royale-Scholar RP21), 11m 4.6s; 4, Tom Wood (Royale-Scholar RP21), 11m 5.2s; 5, John Village (Royale-Smith RP21, 11m 6.0s; 6, David Wigdor (Image-Minister Mk2), 11m 6.0s. **Fastest lap:** Richard Trolt (Merlyn-Holbay MK 20/29) and Rick Gorme (Royale-Scholar RP21), 1m 4.6s, 89.61mph.

Special Saloon (10 laps); Overall and over 1300cc: 1, Tony Dickinson (2.0 Escort BDA), 10m 26.8s, 92.35mph; 2, Tony Sugden (1.9 Escort BDE), 10m 28.2s; 3, Doug Emms (6.1 Chevrolet Camaro), 10m 31.8s; 4, Peter Barton (2.0 Escort BDA), 10m,51.6s. **Fastest lap:** Dickinson and Sugden, 1m 1.4s, 94.28mph. **1001 to 1300cc:** 1, Peter Baldwin (1.3 Mini BDA), 88.81mph; 2, David Carvell (1.3 Cooper S); 3, Michael Parkes (1.3 Cooper S). **Fastest lap:** Baldwin, 1m 3.6s, 91.02mph. **851 to 1000cc:** Brian Miles (1.0 Cooper S), 80.45mph; 2, George Ostroumoff (1.0 Imp); 3, Geoff Robson (1.0 Cooper S). **Fastest lap:** Miles, 1m 10.6s, 81.99mph. **Up to 850cc:** 1, Cliff Watts (Imp), 79.74mph; 2, Chris Roberts (Imp); 3, Bernard Tester (Mini). **Fastest lap:** Watts, 1m 10.8s, 81.76mph.

Modified Sports (10 laps); overall: 1, Richard Scantlebury (4.5 Jaguar E), 11m 14.2s, 85.86mph; 2, Ian Marshall (1.6 Lotus 47), 11m 17.2s; 3, Simon Watney (3.8 Jaguar E), 11m 24.4s; 4, Reg Woodcock (3.8 Jaguar E). **Over 2000cc:** 1, Scantlebury; 2, Watney; 3, Woodcock. **Fastest lap:** Scantlebury, 1m 6.4s, 87.18mph. **1501 to 2000cc:** 1, Marshall, 85.48mph; 2, Phillip Holliday (1.6 Ginetta G4 t/c); 3, Bob Luff (1.9 MGB). **Fastest lap:** Marshall, 1m 4.2s, 90.17mph. **1151-1500cc:** 1, Robert Gordon (1.3 MG Midget), 84.19mph; 2, Keith Ashby (1.3 AH Sprite); 3, Peter Richings (1.4 MG Midget). **Fastest lap:** Gordon, 1m 6.4s, 87.18mph. **Up to 1150cc:** 1, Andrew Bailey (1.1 AH Sprite), 82.86mph; 2, Richard Whidbourne (1.1 MG Midget); No other finishers. **Fastest lap:** Bailey, 1m 8.6s, 84.39mph.

Formula 1300 Championship round (10 laps): 1, Vic Waterhouse (U2 Mk14B), 10m 51.4s, 88.87mph; 2, Paul Webb (U2), 10m 59.0s; 3, Graham Greig (U2), 11m 0.4s; 4, Graham Kay (U2 Mk11B), 11m 1.4s; 5, Steve Collier (Wells), 11m 1.6s; 6, Jim Ravenscroft (Messer 2A), 11m 11.4s. **Fastest lap:** Collier, 1m 3.8s, 90.73mph.

Formule libre (10 laps): 1, John Jordan (7.0 McLaren M6B), 9m 52.2s, 97.75mph; 2, John Bowtell (1.6 March 74B), 9m 57.8s; 3, Alan Clenell (1.6 GRD B73), 10m 6.8s; 4, Tim Gath (1.6 U2 Mk16), 10m 20.2s; 5, Roddy Harvey Bailey (1.6 March 75B), 10m 27.6; 6, Bob Eccles (Lola T100), 10m 28.8s. **Fastest lap:** Jordan, 56.2s, 103.0mph.

CROFT

Saloon spectacular

Croft resumed a more normal type of English weather for the BARC Yorkshire Centre final race meeting of the season. In fact the weather was so bad on the previous day that cancellation of the meeting was a distinct possibility, but in the end all went well although practice was run in the wet and the races in dry but very blustery conditions. Of the seven races offered six counted towards championships with deciding final rounds in five including the Oceanair Clubmans as well as BARC Northern ones.

With 29 points already amassed Mick Starkey could not be overtaken in the BARC Formula Ford Championship, of which this was the last round, but he turned up nevertheless to take the Merlyn to a fine win from the third row of the grid; such a lowly position being due to disconnection of the front anti-roll bar in practice which was fine until the track started to dry out a little. A really good start saw Mick in second place at the start of lap two behind Cameron Binnie (Royale) and when Binnie retired at Esses on the third lap the yellow Merlyn went in front and was able to pull out nearly nine seconds from second placed Eric Horsefield (Dulon). This is not to say that the race was uninteresting as three drivers chased the leader at various times and Horsefield was the last of these, the others being Sir Charles Aitchison (Crosslé) for six laps and before him Ken Pickering in his Jamun. A fourth place for Richard Philip (Crosslé) moved him into third place in the championship while fifth was Graeme Frankland (Merlyn) again showing his potential after this his first season of driving.

Two Special Saloon races were on the programme and although the first of these was marred somewhat by non-starters, the remaining drivers gave what can only be described as a real cracker of a race. To set the scene Brian Winrow (Anglia) collected a puncture on the warming up lap and pulled straight into the pits; then Jim Evans was pulled off the grid with an oil leak from the Turbo Escort and then Peter Burdis departed with undisclosed maladies as well. Eventually the start was given and the Firenza of Bill Dryden made the best start but was behind Tony Sugden's Escort first time round. On the second lap the order was Dryden, Sugden, Doug Niven (Escort) with Doug Emms (Camero) close behind. The leading order stayed like this but always close and on the fifth lap Nick Whiting brought the All Car Equipe Escort past Emms into fourth, then up to second on the next lap from which position he harried the leading Firenza until on the penultimate lap he slipped through at Tower in a really neat piece of overtaking and pulled away to a well deserved win. With the Firenza safely in second, Sugden held on to third in the Brook Hire Escort and fourth place was a to-and-fro affair between Emms and Niven, the higher placing going to the latter, just. David Farrer brought his 1300 Escort in sixth overall and first in class ahead of Phil Winters 1300 Mini, and the 1000cc honours went to Malcolm Bell whose Imp Californian was the last of the classified runners. More races like that one please.

MGA races are fairly sedate affairs compared to some of the other classes — or look so to spectators, but even though fields are small the contestants do try very hard as is evidenced by a fastest lap of 73.43mph put up by Michael Walker in this event which was a championship round of

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the MGA Register. With little order changing the winner was Roy McCarthy from the previously mentioned Michael Walker with Alan Ward third.

For the last race in the series the Oceanair Clubmans round (for FF engined cars only) had a rather disappointing turnout but this is hardly surprising when Alex Ferrada had 119 points ahead of Don Farthing's 54 and could therefore not be beaten. Pole man Don Farthing put his Mallock into an early lead and then went straight on at the Chicane on the second lap — no damage was obvious but a quick detour into the pits on lap 11 signalled an end to his race. Ian McCullough had a spell in the lead until his Mallock was overwhelmed by the similar car of Dud Mosely who went on to win ahead of Alex Ferrada with McCullough third.

Only eight Modsports cars came out to do battle for the final race in the Northern Sports Cars Trophy and of these only Ron Harper in his ever improving 1.2 Spitfire had any chance of taking the Trophy which he proceeded to do with a second place behind the E Type of Neville Robinson who led from flag to flag. The first three finishers also took their respective classes, the up to 1150 class going to the Davrian of Brian Stevenson with third overall.

Second of the Special Saloon races was also a round of the Forward Trust 1000 Plus Championship and had a line-up very similar to event two. The outcome was also rather the same with Nick Whiting winning, this time from Tony Sugden with Doug Niven third and Doug Emms fourth. In almost direct contrast to the earlier race this one was a high speed chase with no place changing amongst the leaders after the second lap when all the first five places were decided. In the 1300cc class Ian Rogerson and Bob Morey (both 1300 Minis) had a private and entertaining tussle to decide their own little battle with Rogerson triumphant by 0.4s.

Joe Applegarth had a very good chance of taking the BARC Northern *Formule Libre* Championship in his Brabham BT23C but in the race, a third in class was not sufficient to gain the necessary points over Andy Barton (March 75B) who scored for both a class win and fastest lap. Again rather a foregone conclusion as to the winner (Andy B who else?) and with second and third places not been seriously in doubt after lap two when Kim Mather (ex-Barton March 752) and John Muirhead (Mallock) were settled in ahead of Applegarth who was in turn safe from attack by Warren Booth whose Lotus 69 held a secure fifth all the way. Really the major excitment in this race was occasioned by the announcement that because of the late hour it was to be ten laps instead of fifteen!

PAUL BOOTHROYD

BARC Northern Formula Ford Championship round (15 laps): 1, Mick Starkey (Merlyn-Scholar Mk20A), 18m 57.6s, 83.07mph; 2, Eric Horsfield (Dulon-Rowland MP17), 19m 6.2s; 3, Sir Charles Aitchison (Crosslé-Scholar 25F), 19m 13.6s; 4, Richard Philip (Crosslé-Scholar 20F), 19m 23.4s; 5, Graeme Frankland (Merlyn-Neil Brown Mk11A), 19m 26.2s; 6, George Franchitti (Hawke-Scholar DL11), 19m 28s. **Fastest lap:** Horsfield, 1m 13.6s, 85.60mph.

BARC Northern special saloon car championship round (15 laps); overall and 1301cc to 2500cc: 1, Nick Whiting (2.0 Ford Escort BDA), 18m 21s, 85.83mph; 2, Bill Dryden (2.5 Vauxhall Firenza), 18m 29.8s; 3, Tony Sugden (1.8 Ford Escort BDE), 18m 41s; 4, Doug Niven (2.0 Ford Escort FVC), 18m 45s. **Fastest lap:** Dryden, 1m 11s, 88.73mph. **Over 2500cc:** 1, Doug Emms (6.1 Chevrolet Camaro), 83.97mph; 2, Malcolm Stevens (4.7 Ford Falcon); no other starters. **Fastest lap:** Emms, 1m 13s, 86.30mph. **1001cc to 1300cc:** 1, David Farrer (1.3 Ford Escort BDA), 80.26mph; 2, Phil Winter (1.3 Mini); 3, Bob Morey (1.3 Cooper S). **Fastest lap:** Farrer, 1m 16.4s, 82.46mph. **Up to 1000cc:** 1, Malcolm Bell (1.0 Imp Californian), no speed; no other finishers. **Fastest lap:** Bell, 1m 22.6s, 76.27mph.

MGCC MGA Register round (10 laps): 1, Roy McCarthy, 14m 48s, 70.95mph; 2, Michael Walker, 14m 48.8s; 3, Alan Ward, 14m 59.4s; 4, Neil Cawthorn, 15m 30.6s; 5, Vic Ellis, 15m 45s; 6, Andrew Thomas, 15m 46s. **Fastest lap:** Walker, 1m 25.8s, 73.43mph **(Record).**

Oceanair Clubmans championship round (15 laps): 1, Dud Moseley (Mallock U2-Holbay Mk16BX), 18m 20s; 85.91mph; 2, Alex Ferrada (Mallock U2-Davron Mk16B), 18m 22s; 3, Ian McCullough (Mallock U2-Rowland Mk16), 18m 30.4s; 4, Steve Farthing (Mallock U2-Davron Mk16B), 19m 7.8s; 5, Guy Woodward (Mallock U2-Holbay Mk14), 19m 37.4s; 6, Chris Norton (Mallock U2 Mk 16), 14 laps. **Fastest lap:** Ferrada and Moseley, 1m 12s, 87.50mph.

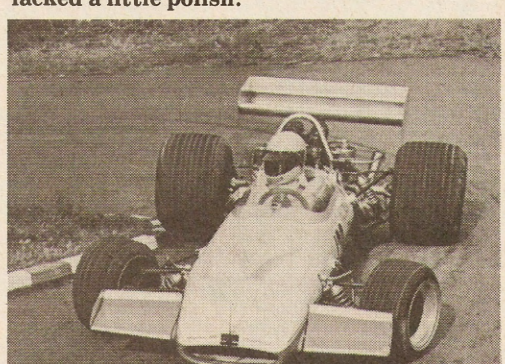
Modified sports cars over 1301cc, 1151cc to 1300cc and up to 1150cc (15 laps): 1, Neville Robinson (3.5 Jaguar E), 20m 12.6s, 77.93mph; 2, Ron Harper (1.2 Triumph Spitfire), 20m 22.2s; 3, Brian Stevenson (1.0 Davrian Mk4), 20m 24.6s; 4, Eddie Falkous (1.5 Ginetta G4), 20m 32.2s. **Over 1301cc:** 1, Robinson, 77.93mph; 2, Falkous; 3, Peter Tipton (4.7 TVR Tuscan). **Fastest lap:** Robinson and Falkous, 1m 19s, 79.75mph. **1151cc to 1300cc:** 1, Harper, 77.31mph; no other starters. **Fastest lap:** Harper, 1m 20s, 78.75mph.

Forward Trust Special saloon car round, over 1300cc and up to 1300cc (15 laps); overall and over 1300cc: 1, Nick Whiting (2.0 Ford Escort BDA), 18m 15.2s, 86.28mph; 2, Tony Sugden (1.8 Ford Escort BDE), 18m 28.8s; 3, Doug Niven (2.0 Ford Escort FVC), 18m 39.4s; 4, Doug Emms (6.1 Chevrolet Camaro), 18m 48s. **Fastest lap:** Whiting, 1m 11.2s, 88.48mph. **Up to 1300cc:** 1, Graham Goode (1.3 Ford Escort), 81.49mph; 2, Peter Baldwin (1.3 Leyland Mini Clubmans BDA); 3, Terry King (1.3 Ford Escort BDA). **Fastest lap:** Goode, 1m 14.2s, 84.91mph.

BARC Formule Libre championship round (15 laps): 1, Andy Barton (2.0 March-Barton 75B BDA), 11m 10.6s, 93.95mph; 2, Kim Mather (1.6 March 752 BDA), 11m 40s; 3, John Muirhead (1.6 Mallock U2 Mk14), 11m 46s; 4, Joe Applegarth (1.6 Brabham BT23C), 12m 6.4s; 5, Warren Booth (2.0 Lotus 69 BDA), 12m 18.6s; 6, Mike Chapman (1.6 Brabham BT35 BDA), 14 laps. **Fastest lap:** Barton, 1m 2.4s, 100.96mph.

Douglas-Osborn's double delight

The announcement after Loton that Alister Douglas-Osborn had clinched the Guyson/BARC FTD Awards series was a little premature but there was no doubt after last Sunday's BARC (Surrey Centre) round at Wiscombe Park. The Motosail (Jersey) Pilbeam R22 driver added one more outright hill record (011s under Roy Lane's existing figure) to his growing collection and therefore won the Championship in style. David Franklin kept up his recent form with a spectacular second BTD in his Wendy Wools Huntsman March 742. It was a day of considerable drama, not least in the main Guyson/BARC Championship where another blistering class record from Charles Barter (Golden Springs Watercress Hartwell Imp), in conjunction with an alarming day for erstwhile leader John Meredith (Mini-Cooper S), combined to put the Imp driver in the lead by 0.11 of a point prior to the Harewood final. The Surrey Centre of the BARC had the good fortune to have the rain hold off for their first hill climb weekend and had a successful meeting even though one or two details, and particularly the practice arrangements, understandably lacked a little polish.



Terry Smith takes a tight line with his 5.7 litre McLaren M14D.

A change to a sump full of fresh Duckhams (they were co-sponsoring the meeting) cured Terry Tattam's low oil pressure and he had a most consistent day to win the combined Touring class in his Mini-Cooper S from Dale Clement's similar car, although he remained, tantalisingly, just outside Nicky Porter's record. His final run was completed despite second gear stripping. Charlie Barter's first class run which knocked 1.05s off the old record remained his best run of the day. Brother Robert was a rapid second, keeping out the previous day's winner Richard Ames with the ShellSport Imp. John Milford, who was well in the running for the ASWMC championship won the 1300cc Special Saloon division without breaking his record but all eyes were on John Meredith who has tensed to go after Barter's daunting first run. The Mini fairly flew up the lower slopes but clipped the right hand bank through the Esses and shot off course to the left, literally ploughing through the rhododendrons but fortunately missing the trees. John was rather shaken but the Mini had suffered no more than a creased door pillar. John re-emerged for a second run which gave him second in class and enabled him to squeeze into the Top Ten runs as first reserve. Another record fell when Alan Payne's brutish Rover/Buick-engined Riley 1.5 achieved an excellent if rather smoky 45.64s.

Stuart Watts (Lotus Elan) held off Paul Channon's Cobra in the Marque class in which David Gardner's Citra Soft Drinks MG Midget lowered the new 1300cc record which he had set the previous day to a final 52.41s. Russ Ward's 44.51s second run was not only good enough to break his record but it also, temporarily, allowed the John Brown Motors Sprite to overhaul Stuart Watts in the Championship. David Greenway beat Don Statton's Clan Crusader with his first time but rolled the frog-eye Sprite, without

Tony Boshier-Jones really had a superb fi competitive visit to Wiscombe. The previous da he had lowered the Clubmans time to 43.11s, tha on Sunday's class runs the times came down 42.82 then 42.74, Jeremy Hunt (also U2-mounte was second with his first run time but Ji Robinson will want to forget Sunday — a broke throttle cable on run one was succeeded by h overdoing it at Sawbench on run two. Jerem Lord (Dextra-BDA) and Richard Fry (U2-B Mk11B/14) continued their previous day's duel the 1300cc GT and Sports Racing class and on again it was the experienced Lord who reduce the record the most, to a very speedy 42.63 After seemingly providing overnight accommod tion for half the entry and sharing his Canno Assurance U2 Mk14 t/c with a carless Norr Galbraith (see *Sports Extra*), Stephen Madg climbed to a well-deserved class win from one the 'dossers', John Pascoe (Datamatic U2 Mk t/c).

Chris Bigwood went straight on at Wis on h first run but the Vixen VB5 driver had everythin under control for his second run, winning th 1100cc racing class by 0.31s from John Fram ton's JDS Sphinx with David Gould's ear-spli ting Terrapin Mk1A third. Rob Turnbull led th 1600cc field on both runs with the B & W Motor Brabham BT35 but he had David Morris (Ensig FVA LN1R) right behind on both runs. Te Williams shot up in an impressive 41.25s for thir in the less powerful twin-cam powered Ensig The first runs had ADO and Roy Lane (whos Fenny Marine had had a gearbox rebuild sinc Prescott) tieing for honours with 39.40s an Richard Brown maintaining late-season form wit the Martin BM16 for 39.60s, but it was ADO tha improved — to 38.77s. Among all the super-quic machinery Major Richard Chichester's blaring ol HWM-Jaguar made a fine spectacle as it climbe in a most commendable 47.77s.

Numerous incidents made the Top Ten and To Eight run-offs rather long drawn out but ther was no lack of excitement. Jeremy Hunt nor started in the Top Ten runs and this let in Joh Meredith who broke into the 44 second bracke but not by enough to add to his points tally. Bot Stuart Watts and Paul Channon improved an the former's 45.08s, which was just on hundredth of a second outside his class record was sufficient to elevate the Haverfordwes dentist back ahead of Russ Ward once more. Th latter slightly overshot Wis and then got highl crossed-up on the exit of the corner at the firs attempt. However, the final run started superbl and it looked like another Ward Flyer. Alas, th wail of the Sprite's blower died away and a dis appointed Russ coasted to a halt with a sheare diff. Charles Barter could not equal his early tim but then there was Boshier-Jones. The Clubman victor just got quicker and quicker, looking eve more determined than usual; Tony's final offe ings: 42.60s and 42.30s. He had never seemed t have put a wheel wrong all weekend.

Alister Douglas-Osborn was awe-inspiringl near to the edge of the road at Bunny's Leap o his record-breaking run but there was no questio of the shrill Pilbeam getting out of phase, which i what Roy Lane did on his only run, divin straight on before the Gate. David Franklin ha gone quite well earlier on but had clipped the ban at Martini on his second class run. He made up fo this with a tremendous 38.64s climb during whic the BMW engine sounded impeccable but wit the car's rear end seemingly on the very limit o adhesion on the climb up to the Gate. Bot Richard Brown and Martyn Griffiths clocke 39.13s on their second attempts but the forme took the place by virtue of a faster first Top Eigh run. the final drama came when Richard Jone was red-flagged when Rob Turnbull stuttered to halt with a failing battery.

CHRIS MASON

Sunday Results

BTD: Alister Douglas-Osborn (3.0 Pilbeam-Cosworth DFV R22 38.48s. **(hill record).**

Class winners: Terry Tattam (1.3 Mini-Cooper S), 46.61s; Charle Barter (1.0 Hartwell Imp), 45.05s **(record);** John Milford (1.3 Mi Cooper S), 44.58s; Alan Payne (3.5 Riley 1.5-Rover/Buick), 45.64 **record);** Stuart Watts (1.6 Lotus Elan), 45.57s; Russ Ward (1 Allard Healey Sprite s/c), 44.51s **(record);** Josh Sadler (2.3 Porsch 911T), 47.09s; Tony Boshier-Jones (1.6 Mallock U2-IWR Mk11B/16 42.74s **(record);** Jeremy Lord (1.3 Dextra-BDA), 42.63s **(record** Stephen Madge (1.6 Mallock U2-Ford Mk14 t/c), 42.29s; Chri Bigwood (1.0 Vixen-Imp VB5), 44.46s; Rob Turnbull (1.6 Brabha BDA BT35), 40.47s; Douglas-Osborn, 38.77s.

Guyson/BARC FTD Awards Top Eight run off: 1, Douglas-Osborn 38.48s **(hill record);** 2, David Franklin (2.0 March-BMW 742), 38.64s 3, Martyn Griffiths (2.; March-Hart 420R 74B), 39.13s; 4, Richar Brown (2.0 Martin-Vega BM16), 39.13s; 5, Richard Jones (2. Surtees-Hart TS10), 40.08s; 6, Turnbull, 40.59s; 7, David Morr (1.6 Ensign-FVA LN1R), 41.26s; Roy Lane (5.0 Fenny Marine Chevrolet GM1), no time.

Guyson/BARC Championship positions after twelve rounds: Charles Barter, 62.87pts; 2, John Meredith, 62.76; 3, Stuart Watts 60.77; 4, Russ Ward, 60.51; 5, Tony Boshier-Jones, 60.25; 6, Alister Douglas-Osborn 56.16.

Guyson/BARC FTD Awards positions after twelve rounds: Alister Douglas-Osborn, 58pts (Champion); 2, Roy Lane, 50; Richard Jones, 32; 4, David Franklin, 31; 5, Martyn Griffiths, 27; Rob Turnbull, 24.

Browning's BBC warning

Clerk of the Course at Sunday's BBC Radio 1 DJ Day at Brands Hatch, the BRSCC's Peter Browning, had some harsh words for the competitors in Radio 1's Production Saloon Car Championship.

Describing Production Saloons and "the flagship of club racing", Browning expressed the fear (reported last week in *Sports Extra*) that persistent petty protests and rough driving tactics were likely to make sponsors — and particularly the series-backer, the BBC — look very carefully at a continued involvement with the formula.

Citing his own position at the BRSCC, in which he receives numerous telephone calls inquiring about sponsorship at this time of year, he said there had so far been no calls this year on the subject of production saloons.

There was general agreement among competitors at the specially called production saloon drivers' briefing that the BBC has been the most valuable sponsor ever to enter club racing and that a concerted effort would be made to clean up the series for the rest of this year.

Browning, speaking for the BRSCC, said that, for the remainder of this year, he would have no hesitation in black-flagging drivers using rough or corner-cutting tactics and holding them in the pits as long as they cared to argue; he also intimated that he might decline to accept entries from drivers involved in unnecessary or petty protests for the rest of the season.

In the longer term, Browning proposed a mass meeting between competitors and scrutineers to attempt to iron out some of the more difficult problems, such as the controversies that arise over sealed engines.

Terry Smith on the way to BTRDA championship honours at Pattingham.

Smith's Championship fight

Although he started odds on favourite, five other drivers made sure that Terry Smith did not win the BRTDA Autocross Championship at Pattingham, near Wolverhampton, last Sunday, without a fight. Eleven drivers got through to the final with maximum scores and at the end of three runs six were left to battle for the major honour.

Drawn to run first and having only a medium quick time from the classes to better, Smith put the Idem Mini-Ford firmly in the lead all the way through and his improvement, by just over three seconds on a very quick and most even course, left him an easy winner in the end.

Mike Hill's Lancia Fulvia ended up second after the golf club steward had screwed every ounce out of it on his last run and Dimi Mavropoulos also drove exceedingly well on his finale to improve also by a fraction and take third overall.

No one will ever know how close Terry Westley may have been to Smith, or indeed beaten him, for his VW decided to suffer a blow-out as he was flat through a corner and Westley was lucky indeed to control the errant machine and wisely pulled off.

Phil Wilson and Trevor Smith both found they had too much to do after hard fought class battles while the mild surprise among the non-qualifiers was RAC Champion Nick Seymour who was edged out by Mike Turpin making a rare appearance. Turpin collected BTD with 1m 15.9s, a second quicker than the turbo-charged Volnik.

The five remaining maximum people suffered a variety of disasters. John Granville was the only other contender to go under without mechanical bothers, being beaten by Mike Hill in a straight fight. Rob Gibson was in trouble from the start with this Sprite, its gearbox finally giving up completely and Frank Morris had far more serious problems with his Mini-Ford on his first run. Nobby Cresswell was another with gearbox problems and first and fourth were never enough to cope with Mavropoulos.

Only thirty five drivers appeared for the final, run by the Dudley and District CC and Motostage Ltd, and the public were not invited. It was a pity the final was so short of competitors for conditions were the best for months, the circuit extremely quick and viewing would have been ideal for a fair sized crowd.

BTRDA Champion: Terry Smith (Mini-Ford).
Class winners: M. Hill (Lancia Fulvia), 1m 30.9s; P. Wilson (Mini), 1m 28.9s; B. Merridale (Escort), 1m 25.9s; R. Gibson (Sprite), 1m 24.5s; T. Westley (VW), 1m 24.3s; T. Smith (Mini), 1m 24.4s; D. Mavropoulos (Escort), 1m 19.2s; T. Smith (Mini-Ford), 1m 28.6s; M. Turpin (Turpin Special), 1m 15.9s.

Pattison the Survivor

Practically everyone who fancied his chances of winning the Cilwendeg Rally in central and South Wales last weekend — and there were plenty — ran into some sort of bother and it really was a night of attrition. Stormy weather made a nonsense of the usual informal and friendly start with people drifting off early to vantage points and the Teifi Valley event was again a tough, tight and, for most, an enjoyable night.

Winners, and collecting their second *Motoring News* Championship success of the year, were Mike Pattison and David Taylor in their usual RS2000. They hit a bank early on, bent a track control arm, straightened this later by unorthodox methods and finally broke their exhaust manifold.

They were mildly surprised then, to find themselves heading the finishers on 55m 33s from Terry Brown and John McKerrell who lost a lot of time early in the event when they discovered loose wheel nuts at the front of their RS2000.

Brown and McKerrell ended up on 56m 14s but neither of these crews were holding any chance of success until very near the end when Eric Davies, who had built up a three minute lead, was sidelined with a seized engine.

His engine had only been returned the previous afternoon after a rebuild and with David Jones, for years an organiser of the event having his first ride, they were sailing along to a deserved win when a core plug blew and the unit seized.

Early on Cyril Bolton's Mini Cooper S was second to Davies but he and Nigel Raeburn eventually finished behind Steve Courtney and Peter Watts in the third of the leading RS2000s. Fifth placed Mick Briant and Dave Kirkham were slowed with wheel bearing failure and are now second to Pattison and Taylor in the championship.

For the second weekend in succession Colin Francis had a moment, this time with Brian Dennis in a Mini — but they finished.

1, M. Pattison/D. Taylor (RS2000), 55m 33s; 2, T. Brown/J. McKerrell (RS2000), 56m 14s; 3, S. Courtney/P. Watts (RS2000), 57m 30s; 4, C. Bolton/N. Raeburn (Cooper S), 58m 14s, 5, M. Briant/D. Kirkham (RS1800), 59m 37s; 6, H. Davies/P. Jones (RS2000), 59m 53s.

FF2000 trial in Holland

On Monday, three FF2000 manufacturers were demonstrating their wares to a crowd of Dutch drivers at Zandvoort. Apparently the Dutch will only introduce the Formula if at least 15 drivers are interested in running cars, and that's why the test session was arranged.

The three manufacturers involved were Sark, Hawke and Crosslé, for which the Dutch organiser Jim Vermeulen is agent. Tiga apparently are also in the throes of building an FF2000 car and were also due to go, but Vermeulen sprang an earlier date on them and the car wasn't ready. Tim Schenken has since demanded an audience at a later date.

● The National Drag Racing Club's meeting at Snetterton on Sunday was somewhat prematurely cancelled due to wet weather. It was only damp at the time and later the track dried out.

Saloons' changes

A major topic of discussion — and later agreement — at the RAC Race Committee Open Day for special saloons was that the frontal appearance of the special should remain as closely related as possible to the original and, for instance, that bonnets should not be scooped out to improve airflow à la Buncombe Imp or Hazelwood Jaguar. It was, therefore, interesting to note the Tony Hazelwood's impressive XJ6-based supersaloon now has a radiator grille and top bonnet line in place — a neat modification to this immaculate car.

● Entries are going well for the Jim Russell Racing Driver's School championship to be held at Snetterton next month. Many nations are involved and a large number of entries are going for the main prize of a 1975 Van Diemen, fully race prepared. Entries are still being accepted so you're not too late if you've been a JRRDS pupil of late.

Watson out?

Simon Watson's abrupt demise in Sunday's Radio One production saloon car round at Brands Hatch was the culmination of a weekend of changing fortunes. On the Saturday, he took the L and G Fire Protection BMW 3.0 Si to the same rolling road that Derrick Brunt has used throughout the season, and found an extra 30 bhp at the rear wheels, which helped him put the car on pole position, not without a little oil surge.

During the race, Watson held a good second right until the very last corner, when the engine finally went bang. A rod had come through the side, and faced with a £2-3000 bill for replacing the engine, L and G have had to call it a day for the season. However, there is a fairy godfather in sight in the form of Brian Lambert of Chipsteads of Kensington who have offered to haul out the engine if someone can pay for the parts. If that someone can be found, then the car will appear again before next season.

Walsh's Rowland controversy

Jim Walsh used his new Rowland engine to good effect at Thruxton at the weekend, his only problem being Rowland employee Rod Bremner. Walsh has changed to Rowland engines after having to change his Scholar engine a lot of times during the season. Rather unfortunately for a spectating Denny Rowland, both Bremner and Walsh were involved in a little controversy when Bremner alleged that Walsh forced him into the grass coming up to Club on the last lap. Walsh's version of the incident was that Bremner was behind him when he began to move over to the inside to get the line into Chicane. At the same time, Bremner was coming up the inside, and duly found himself on the grass which lost him a place.

Bremner protested Walsh's driving after the meeting but this, apparently, was thrown out by the stewards.

Eventual winner Dick Riefel leads Per Eklund's turbocharged Saab off the meadow.

Riefel buttons it up

A spectacular weekend's rallycross was run at Lydden, courtesy of Embassy and with organisation by TEAC, who coped particularly admirably with the continuous Saturday downpour. John Button won the second round of the Embassy/RAC series, his VW able to get the power down better off the line, while Dick Riefel won the following day's G5 European round in a Porsche Carrera (maybe this is an accurate reflection of the British economy!).

All the major British runners were present for the Saturday with the notable exceptions of Tom Airey (pressure of work) and George Warren (insufficient time to replace a rebuilt engine), although George arrived on Sunday to join the European boys, the most prominent of whom were the Dick Riefel, Cees Teurlings and Rolf Nilsson (Porsches) and the Franz Wurz Stratos.

On each day the format was similar, with the fastest sixteen going through to a straightforward eliminator. The first quarter-final of the Embassy round was led away by Colin Richards' VW Derrington Escort, but a spin at Pits Bend enabled Ron Douglas's Escort II to take over and lead home Bruce Rushton's tatty Mini. Barry Hathaway, whose Mini went well both days in the timed runs, got very sideways in company with Les Lunn just after the start of the next run, but neither would have provided real opposition to John Taylor having just flown back from his rapid drive in South Africa. Derek Scarrow was luckier, however, and a spin by John on the last tour enabled the Mini to take the flag first.

Button's Autoconti VW defeated Trevor Reeves' Mini in the third quarter-final, while that very promising Devonian, Gordon Rogers, claimed the fourth after a fine dice with Trevor Hopkins' Escort. The semi-finals started with Douglas spinning twice, although Ron was immensely enjoying himself with some six races during the day — "they're trying to knacker the old boy". John Button thus claimed victory over Reeves, Rushton having gyrated into retirement at Pits Bend.

After nudging at the start and place swapping on the chalk, Rogers led Taylor in the second semi, but Taylor spun again dropping to third behind Hopkins. Once again jovial John, the beetle man, made the best getaway but Rogers was in hot pursuit and was closing when he suddenly stopped on the meadow where he was clouted by the rather distantly pursuing Reeves, which left Button to head home Hopkins by a mile.

Everybody was grateful for the tremendous change in weather overnight as the foreigners had brought sunshine with them for a day that was to provide much exciting action for the BBC to show in a few weeks time as well as for all the Embassy guests. The FIA quarter-finals opened with a win for Riefel's potent Carrera, although Rod Chapman, who had blown an engine early the previous day, was second for part of a lap before pulling off. Nilsson and Wurz engaged themselves in a fine dice in the next one until the Stratos's wipers failed enabling John Welch's Escort to pip him to the flag, ending a disappointing day for the former European champion whose car did not really live up to expectations. The Porsches of Wout Couwenberg and Guy Deladriere walked away with the third run, but all attention was focussed on Colin Richards' attempts to pass the turbocharged BMW 2002 of Piet Dam, which were ultimately thwarted by a puncture. Teurlings blasted his Carrera away to head the last four from John Smith and John Taylor with the Haynes Escort just claiming a place in the last eight.

A hectic opening lap to the first semi-final saw Riefel and Couwenberg initially lead, but Taylor came strongly across the meadow, only to be edged off line by Riefel, dropping back a shade, only to be attacked at the hairpin by compatriot John Welch. A demon drive pulled him up to within range of Couwenberg, who seemed to be braking deliberately early to hold the baying Taylor at distance. However, a manoeuvre, which should be worth watching when shown by the BBC, at the very last had Couwenberg and Taylor flash across the line very close to each other and to the penalty marker.

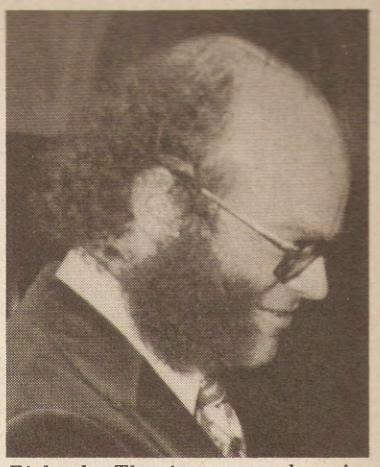
Teurlings showed the others the way home in the second semi, with Nilsson and Deladriere duelling over second ahead of Kees Hendriks' Escort II. Nilsson just clinched the final place over a smoking Deladriere.

After a delay while the Taylor/Couwenberg placing was the subject of a protest to the stewards, the final was upon us and the three Carreras of Riefel, Teurlings and Nilsson shattered the silence again. Riefel took the lead with Teurlings trying all he knew, and more besides, to displace Nilsson. One unlikely move was to hit a penalty chevron and try flying past, but this only lost him much ground. The Swede then closed on Riefel but was unable to displace him before the finish.

Embassy Rallycross, round 2 results: 1, John Button (VW); 2, Trevor Hopkins (Ford Escort); 3, Gordon Rogers and Trevor Reeves (Minis); 5, John Taylor (Ford Escort II); 6, Ron Douglas (Ford Escort II); 7, Derek Scarrow (Mini); 8, Bruce Rushton (Mini); 9, Mick Bird (Mini); 10, Les Lunn (Mini).

FIA European series: 1, Dick Riefel (Porsche Carrera); 2, Rolf Nilsson (Carrera); 3, Cees Teurlings (Carrera); 4, Wout Couwenberg (Carrera); 5, John Welch (Ford Escort II); 6=Kees Hendrik and John Taylor (Ford Escort II); 8, Guy Deladriere (Carrera); 9, Franz Wurz (Lancia Stratos); 10, Piet Dam (BMW 2002 turbo).

Variety: Franz Wurz's disappointing Stratos and Piet Dam's BMW turbo.



Richard Thwaites — champion again.

Thwaites' last Rochas series

Monsieur Rochas' involvement in the *Classic Car* series ended on Sunday with their final round of the championship when Richard Thwaites was confirmed as champion for the second year running. Rochas are now pulling out and are set to sponsor John Webb and Ken Eady in FF2000 Eldens next year.

This leaves the series rather hanging in the balance, although the interest of both public and spectators is considerable. Fortunately, it seems that an insurance company have recognised this and are currently in the throes of making a decision as to whether to sponsor this popular championship next year.

Murray rolls out

With ANECCC Championship leaders Ken Murray and Alan Hill eliminated very early on after they had rolled their Escort, the top place on last weekend's Copeland Peak Revs Rally, run by the West Cumberland MC, was wide open. At the finish of the 160 mile route all in Cumbria with 75 time controls and a couple of selectives, the winners were Tony Jackson and Rod Carter.

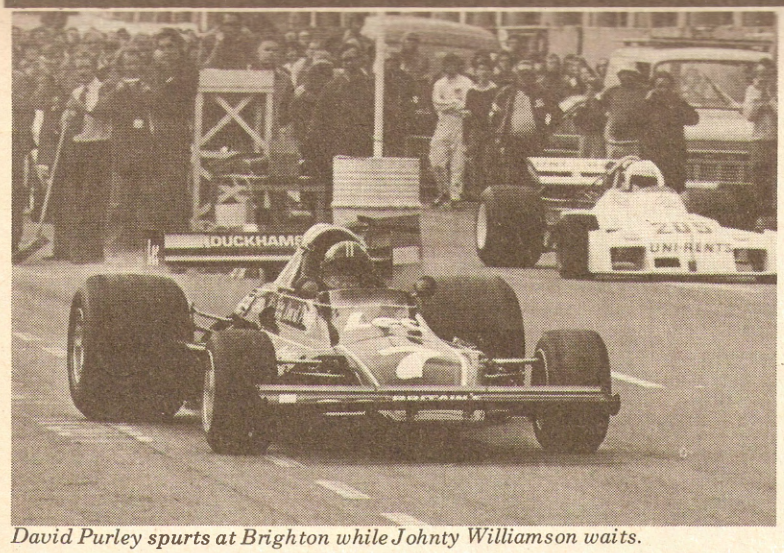
They led a trio of Escort twin cams in the leading positions their time being 7m 19s. They were handsome winners as second placed Norman Sidney and Martin Liddle ended up on 10m 11s and Richard Mawson and Dave Nicholson dropped 11m 3s for third.

A good scrap for fourth and fifth spots was eventually resolved in favour of Len Doods and Alan Pearson's who brought their RS2000 home on 11m 27s, just 15 seconds ahead of Mike Lavery and Stan Newman, also RS2000.

In what was for them a lowly sixth place were David Scaife and Ron Palmer. They had a night of mixed fortunes and might have been a lot higher in the order but for the cancellation of the second selective on which they had really motored in their Opel Ascona. Their penalties were 13m 27s.

The novice award went to D. Martin and J. Martin in a Saab V4 on 19m 53s.

● F1300 driver Steve Collier is the new proud owner of Tetranychus Telarius the F1300 car that had such success in the hands of Mike Taylor in 1973. Collier finished fifth at Silverstone at the weekend at the wheel of his new acquisition.



David Purley spurts at Brighton while Johnty Williamson waits.

David's BTD Rendering at Brighton . . .

For the last couple of years David Purley has taken on and beaten the sprinting fraternity at their own game down the Madeira Drive at Brighton. Despite a Shellsport round the next day at Thruxton, Purley was again entered this year with his 3.4 Chevron B30. There seemed little possibility that the regular sprinters could do what the F5000 circus can not. However, at the end of the first runs the lists were headed by David Render and Johnty Williamson. Render's run at 18.77s was only a fraction off Purley's record and this despite the fact that he seemed more worried about the following day's RAC Sprint championship round at Curborough. Quite understandable when you are second in a championship! Almost a second behind Render's black and gold Warecrete Lotus 76 came a delighted Johnty Williamson in his Uni-Rents Surtees TS11.

All day the rain, which had ruined last year's meeting, threatened to start. Aware of this Purley tried to get in his second run early but was held back to take his turn with the others at the end of the meeting. Sure enough just before his run (the first of the class) the heavens opened up. Unable to get any traction Purley slid off the line, the car pointing first at the sea, then the arches, then at the sea again! It just was not on as he almost came to a full stop before proceeding up the drive. Render who had also taken his Brabham BT29X to victory in the two litre racing car class wisely did not risk his Lotus with a second run now that his BTD was safe.

Last year the Brighton Speed Trials, whose history dates back to 1905, were in jeopardy due to a lack of sponsorship. However, Fribourg and Treyer, the Haymarket tobacco and snuff merhcants, who had been involved in a small way in 1975 with the MG class, decided to put up the money for the whole event this year. Unfortunately the showers during the second runs and the downpour at the end made record breaking unlikely and only Reg Powell was able to beat his own record driving his Powell Speed Cooper S in the 1001 to 1300cc touring class. However, once again the crowds lined the upper road to look down on the Brighton and Hove MC's seafront event, rewarded as ever by a huge entry and some brave driving on this straight but tricky course.

BTD: David Render (3.0 Lotus-Cosworth DFV 76), 18.77s.

Class winners: Wayne Hardman (1.6 Porsche Coupé 356A), 19.8s (corrected handicap time); Paul Goulet (1.0 Hillman Imp), 31.2s; Reg Powell (1.3 BLMC Cooper S), 27.5s **(record)**; Howard Lapsley (2.0 BMW 2002), 32.6s; John Colburn (3.8 Jaguar 3.8 Mk II), 27.1s; Michael Saunders (1.5 Lotus Super Seven), 28.17s; Graham Bovet-White (1.5 Aston Ford Open 2 seats), 27.9s; Robert Oram (3.8 Jaguar E-type), 23.3s; John Goddard (8.0 Bentley 8 litre), 26.3s; Peter Black (1.6 Mallock U2 Mk.14), 24.04s; T. A. Roberts (4.7 Ford GT40), 22.1s; John Roberts (1.1 Djinn Sprint Spec.), 25.56s; David Render (1.6 Brabham BT29X), 22.8s; David Render (3.0 Lotus-Cosworth DFV 76), 18.77s.

. . . and at Curborough

With current champion Dave Harris declining to take the championship runs when a wheel bearing packed up on his McLaren after the class runs, David Render went on to win the latest round of the RAC sprint championship, run at Curborough in the Midlands last Sunday by the Shenstone and District CC in place of the cancelled Yeovilton round.

Cold, windy, but dry conditions were against ultra-rapid times but Render's winning time in his Lotus 76 was almost a repeat of the time he recorded a week ago when John Ravenscroft set a new course record.

Render claimed maximum points with a run of 31.76s and this was too good by 0.3s for the Token of the local man who got down to 32.03s while Simon Riley (Brabham BT33) came third in 32.95s. Fourth was Johnty Williamson (Surtees TS11) in 33.40s and the March 702 of Peter Fisk took fifth in 34.47s. In sixth place out of only eight runners was John Taylor in the Brabham-Essex who claimed the points with 36.38s.

Earlier, Render had taken the single seater class over 1600cc by 0.2s from Harris with Ravenscroft third.

Only 54 entries were spread through 14 classes and there was not a single seater instance of a close battle for a class prize.

BTD: D. Render (Lotus 76), 31.76s.

Class winners: C. Milner (Capri), 41.77s; J. Dodkins (Porsche 911), 40.93s; P. Dodge (Elan), 46.4s; C. Wild (Capri), 40.9s; N. Johnstone (Cooper), 38.8s; M. Jeffries (Mini), 39.8s; R. Rowan (Escort), 38.5s; H. Shepherd (Jaguar E), 40.5s; J. Hawley (Midget), 40.5s; A. Wood (Elan), 46.3s; R. Fowler (Aston Martin DB4GT), 44.2s; D. Davenport (Mini Special), 44.3s; T. Southall (Mallock U2), 34.96s; J. Colley (March 75B), 35.7s; D. Render (Lotus 76), 32.73s.

Smith runs away while others fail

Trevor Smith, former RAC and BTRDA Autotest Champion had an almost runaway victory in the penultimate round of the BTRDA championship in Bristol last Sunday when he headed a field of 18 contenders by over half a minute.

While Smith, in his Midget, was immaculate in everything he did on the 20 tests run by the White Horse MC at a large car park in the city centre, Steve Stringer, the new champion was all over the place while the very experienced John Calton had a terrible time.

Smith, in his Midget, returned a total of 671.1s which left class leader Dick Squire behind on 707.0s. Stringer (Lotus 7) was challenging before lunch but he clobbered pylons on two tests later on and finished a poor second.

Calton, in his Mexico, totalled 939.6s which would have left him for dead in more experienced company for he made three wrong tests and insisted on chasing a marshal in error on one!

Best dice of the day was in the big engined Mini class where Peter Maslen and John Larkin were never more than a couple of seconds apart. At the start of the last test Larkin was only two tenths of a second behind but Maslen held on well under pressure to win the class by just under a second.

BTD: T. Smith (Midget), 671.1s.

Class winners: P. Maslen (Mini), 736.5s; R. Squire (Sprite), 707.0s; J. Calton (Mexico), 939.6s; S. Cole (Mini), 872.4s.

Hurricanes fly

On a circuit which favoured the more powerful machinery, Hurricane Specials in the hands of Derek Batt and Steve Sudlow fought out a close duel for BTD at the Ashford Kent MC's autocross at Charing near Ashford. Batt finally took the day in 1m 46.4s, a fraction over two seconds faster than Sudlow in the Mk2 version of the car.

Both powered by 3.5 litre Buick engines, the specials always had too much in hand for the Mini men of whom Phil Sharland in his 1600 version was the fastest but four seconds slower than Sudlow. Sharland won his class in the face of strong opposition from young Steve Law but the latter was never quite in contention, a new engine having just recently been fitted to his Mini.

Terry Burns led the 850 Mini class initially but Paul Grant put in a flyer second time round to pip him by four tenths.

BTD: D. Batt (Hurricane Special), 1m 46.4s.

Class winners: P. Grant (Mini), 1m 56.8s; I. Moakes (Escort), 2m 1.8s; C. Crouch (VW), 2m 5.4s; T. Law (Mini), 1m 57.4s; F. Hendy (Escort), 1m 56.0s; P. Sharland (Mini), 1m 52.8s; S. Sudlow (Hurricane Special), 1m 48.8s; C. Betson (Imp), 2m 2.6s; J. Rich (Datsun 240Z), 1m 56.2s.

● BBC Radio 1 Disc Jockey Rosko — one of the keenest supporters of the station's motor racing involvement — was presented with an inscribed steering wheel in recognition of his services to motor racing at the Radio 1 DJ Day at Brands Hatch on Sunday. Rosko is soon to leave this country and return to America and his last broadcast will be from 10am to 1pm on Saturday.

Hard night

A tough route with the best wint rallying conditions combined make life extremely hard la Saturday night for the 83 crews wi turned out for the Three Spires Ral run by the Coventry & Warwickshi MC over a 170 mile route in centr Wales.

In a ding dong struggle thr crews took it in turns to lead but the end the Oswestry pairing of Jo Kendrick-Jones and Peter Thom came out on top in their RS17 winning the event after droppi 48m 22s.

At the petrol halt the winners we a couple of minutes down on the th leaders but they came throu strongly in the second half and wi a fastest time on the second selecti by almost half a minute, they we home and dry.

Second place went to the Mi Cooper of Peter Taylor and Ji Bothwell who also had a good secon half and came through powerfully finish on 51m 24s, just over a minu ahead of Malcolm Byrom and Al Whitehead in another RS1700 wi were on 52m 59s.

They had a great scrap through with half time leader Alun Eva and Bernard Hill on a Firenza. Th crew had been a minute up on Byro at the petrol stop but were final beaten by two seconds for third spo They made a real effort on t second selective and very near made up the deficit.

The other class winner was t Escort TC of Rod Shepherd a Derek Herbert who were on 69m 3 and the best novices were Pl Collins and Geoff Lowe in a Mi Cooper on 90m 11s.

Championship positions

750 Formula National championship: 1, Ch Hague, 80; 2, Tim Green, 77; 3, John Giles, 66; Bob Simpson, Lynn Evans, 62; 6, Dick Harvey, 5

Formula 1300 National Formula: 1, Phil Lloy 79; 2, Vic Waterhouse, 74; 3, Jim Ravenscroft, 7 4, Bob Davis, John Allan, 63; 6, Steve Collier, 54

Formula 4: 1, John Brown, 110; 2, R Lewington, 106; 3, Alex Lowe, 83; 4, Ed Heasell, 67; 5, Bruce West, 64; 6, Bill Cowling, 6

DJM Records Formula Ford championship: Derek Warwick, 75; 2, Rod Bremner, 71; 3, J Walsh, 48; 4, David Heale, 31; 5, Berna Devaney, Don Sobering, 21.

Forward Trust 1000 Special Saloon champio ship; 851cc to 1000cc: 1, Ginger Marshall, 33 John Homewood, 14; 3, Brian Prebble, 11. **Up 850cc:** 1, David Enderby, 30; 2, Roger Gill, 19; Neil Dineen, 18.

Allied Polymer Group FF2000 championship: Geoff Friswell, 61; 2, Tiff Needell, 57; 3, Ian Tayl 55; 4, Bernard Vermilio, Oscar Notz, 50; 6, Fra Sytner, 38.

BRSCC Renault 5 Elf Challenge: 1, N McGrath, 125; 2, Barrie Williams, 110; 3, Richa Hassell, 93; 4, Charles Sawyer-Hoare, 82; Stuart McCrudden, 77; 6, Mick Hill, 65.

BRSCC Dunlop Star of Tomorrow championshi 1, James Weaver, 24; 2, Sean Walker, 23; 3, Dav Leslie, David Lang*, 18; 5, Alex Hawkridge, 16; John Harlow, 10. *Not eligible.

BARC Formula Ford championship, final po tions: 1, Mick Starkey, 38; 2, Fred Sigafoos, 19; Richard Philip, 18; 4, Peter Harrington, Eric Ho field, 16; 6, Russell Dell, 10.

BARC Northern Special saloon car champio ship, final positions: 1, Bill Dryden, 29; 2, I Rogerson, 21; 3, Nick Whiting, 18; 4, Rog Matthews, 17; 5, John Tully, Doug Niven, 16.

BARC Northern and Northern Sports Ca (Scorten) Trophy, final positions: 1, Ron Harp 27; 2, Jim Adamson, 14; 3, Andy Smith, Gar Wilson, 11; 5, Dave Bettinson, John Kirk, Bri Stevenson, 10.

BARC Northern Formule Libre championshi final positions: 1, Andy Barton, 27; 2, Joe App garth, 24; 3, Derek Cook, 20; 4, John Muirhe 12; 5, Bruce MacMichael, 10; 6, David Muter, 9.

Oceanair Clubmans championship, final po tions: 1, Alex Ferrada, 126; 2, Don Farthing, 54 Dud Moseley, 39; 4, Steve Farthing, 37; 5, N Scott, 25; 6, Guy Woodward, 24.

Forward Trust 1000 Plus special saloon cha pionship: over 1300cc: 1, Nick Whiting, 32. 2, To Sugden, 24; 3, Tony Dickinson, 13. Up to 1300 1, Phil Winter, 25; 2, Graham Goode, 23; 3, Pet Baldwin, 21.

Fine Gold Cup entry

The main meeting of the weekend, the Access RAC Tourist Trophy, is previewed elsewhere in this issue and promises to be a fine Touring car battle. Racing at Oulton Park promises very much with a good quality entry, while Mallory Park is busy with a twelve race programme.

OULTON PARK

After last weekend's Thruxton Shellsport 5000 round, the focus of attention travels north to Cheshire for this weekend's two day Oulton Park Gold Cup. There's now been an F2 winner, an F1 winner and an F5000 winner in the series: who will it be this time?

Hopefully this prestigious event will see a recurrence of last weekend's battle, for all the main protagonists are entered: Bob Evans, David Purley, Val Musetti, Brian McGuire, Keith Holland, Damien Magee and a newcomer to the series will be Guy Edwards taking over a RAM Racing Brabham BY 44B while another is entered for A N Other. Divina Galica will be there in her Surtees as usual while the F2 brigade has Geoff Friswell's March, Richard Scott and Norman Dickson in Modi and Bernard de Dryver's March-BMW. But who'll it be? Thruxton winner Brian McGuire? Series leader David Purley? Grand Prix driver Guy Edwards? Former F5000 champion Bob Evans? It should be worth seeing.

There's a fine supporting programme too, for all the Formula Ford drivers are gathered for two heats and a final for RAC National Formula Ford championship points (why does Oulton always have such good FF races?), drivers including John Bright, Yves Sarazin, Rick Morris, Derek Daly, Kenny Gray, David Lang, Barry Pigot, Trevor van Rooyen, Mike Blanchet, Derek Warwick, David Kennedy, Rod Bremner, Matthew Argenti *et al.*: have me missed anybody out? The Debenhams Escort round has all the main contestants, although both David da Costa and Pete King must be considered doubtful, but a good John Waterman/Wayne Wainwright duel can be expected.

The quality goes on and on: 29 FF2000s contest 24 places on the APG FF2000 grid with the usual names such as Ian Taylor, Tiff Needell, Rad Dougall, Richard Piper, Divina Galica, Oscar Notz, series leader Geoff Friswell and Frank Bradley. Completing this programme is a Radio One championship round with the usual cars from Derrick Brunt, David Taylor, Jeff Allam, John Brindley and Danny Alderton.

Practice for this fine BRSCC North Western Centre meeting is on Friday, with racing starting at 2pm on Saturday.

SNETTERTON

The BARC are in charge of Snetterton's eight race meeting at the Norfolk circuit this weekend when the main event will be for the BP Formula 3 field. All the usual people are entered for the 20 lapper, including Rupert Keegan, Bruno Giacomelli, Stephen South, Geoff Lees, Mike Young and Ian Flux, while newcomers include Dutchman Boy Hayje, Tiff Needell, Torsten Palm and Geoff Brabham.

There are three DJM Formula Ford races, two heats and a final, where Derek Warwick will be trying to extend his lead in the series but Jim Walsh and Rod Bremner will both be trying to haul in the points differential, while others include David MacPherson, Philip Bullman and Don Sobering. Nick Whiting and Colin Hawker should have a fine scrap in the Forward Trust special saloon car round where Phil Winter, Graham Goode and Tony Sugden also appear while the Oceanair clubmans round has champion Alex Ferrada against series intruder Frank Sytner and the Farthing brothers.

The modsports championship event has the Porsche of John Cooper, Jonathan Palmer, Dave Bettinson's Caterham Seven, Ian Marshall's Europa and the Davrians of Pat Longhurst and Simon Packford. Finally there's an F1300 round.

Racing begins at 2pm.

MALLORY PARK

If any club tries to give the spectator value for money, it must be the BRSCC's Midland Centre. They organise a massive 12 race programme at the circuit on Sunday with immense variety. Various aged Aston Martins contest the first race, there are two 750 Formula events, two prodsports events, two Formula Ford races, two special saloon races, Mini 1000 and 1275 GT races and Renault 5s. Among the drivers taking part are Chris Hague, Lyn Evans, Valli, Divina Galica, Chris Meek, Peter Jopp and Ghislaine Marie-Smith.

Racing starts at 2pm.

BRANDS HATCH

The Maidstone and Mid-Kent MC organise a pleasantly varied programme of seven races at Brands this weekend, the highlight being a 25-lap event for MCD open single seater cars. At the opposite end of the programme is a classic saloon event which is variety indeed while the Mini Sevens will hopefully put on another display of close saloon racing. There are two heats and final for non-championship Formula Fords while the *Kent Messenger* 1000cc saloons have another round of their championship.

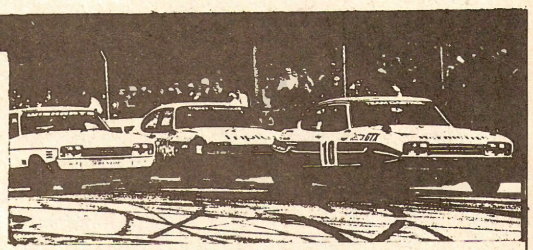
Racing starts at 2pm.

INGLISTON

Competitors in nine races will be hoping to capture a generous £1000 prize offered by Midlothian Insurance Brokers Ltd at the Ingliston meeting this Sunday. The prize is offered for the first 85mph lap at Ingliston and major contenders should be in the *Formule Libre* race, while the Clubmans and sports and special GT cars also have a good chance. Special saloons, modsports, production saloons and Formula Fords complete the nine races, which begin at 9.30 with practice and racing starts at 2pm.

International events

Date	Venue	Event
Sept 17/18	Isle of Man, Britain	Manx Trophy Rally — European Rally Championship for Drivers
Sept 17/18	Oulton Park, England	ShellSport European 5000 Championship round 11
Sept 18	Michigan, USA	Michigan 150 — USAC, IROC
Sept 18/19	Silverstone, England	Access RAC Tourist Trophy — European Championship for Touring Cars
Sept 19	Nogaro, France	European Championship for F2 Drivers round 11
Sept 19	Imola, Italy	European Championship for Grand Touring Cars
Sept 19	Salzburgring, Austria	World Sports Car Championship
Sept 19	Phoenix Park, Ireland	Touring Cars, Grand Touring Cars, FF, F Libre
Sept 19	Dover Downs, USA	Delaware 500 — NASCAR
Sept 19	Oran Park, Australia	F5000

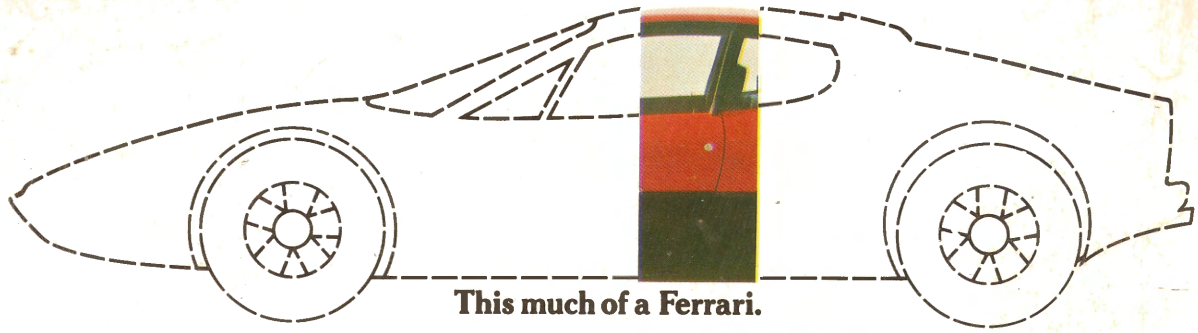


British events

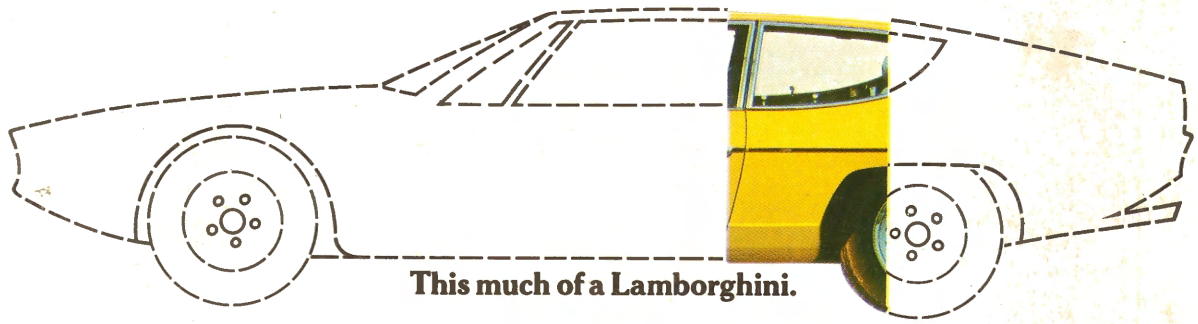
Date	Venue	Event	Status	Club	Start	Details
Sept 17/18	Oulton Park, nr Tarporley, Cheshire	Race Meeting	INT/R	BRSCC	14.00	ShellSport F5000
Sept 18	Municipal Car Park, Dark Lane, Rhayader (MR136/971682½)	Rally	R	Telford AC	11.00	Telford Forestry Stages Rally
Sept 18	Small mead Field, Reading, Berks (MR175/709709)	Autocross	R	Craven MC	14.00	Craven Uniflo Anniversary Autocross — LCAMC/ACSMC
Sept 18	Newbigging Farm, Auchterarder, (MR58/963137)	Autocross	R	55CC	13.30	September Autocross
Sept 18/19	Silverstone, nr Towcester, Northants	Race Meeting	INT/O	BRDC	12.00	Access RAC Tourist Trophy — European Championship for Touring Cars
Sept 18/19	Doune, nr Callender, Perthshire	Hillclimb	N	Lothian CC	—	RAC Hillclimb Championship/Scottish Championship
Sept 18/19	Croft & Blackburn Ltd, (MR104/308515)	Rally	R	Trackrod MC	23.31	Costa de Plenti Rally — Shell League Championship
Sept 18/19	Sharmans, Melton Mobray, (MR 129/750½192)	Rally	CP	Loughborough CC	23.01	Sharmans Loughborough Rally — Roger Clark Championship
Sept 18/19	Membury Service Stn, M4 (MR174/309760)	Rally	R	Brent Vale MC	23.00	Esso Uniflo Rally — LCAMC/ACSMC/TVMC Championships
Sept 18/19	Santa Pod, nr Wellingborough	Drag Meeting	R	BRD & HRA	—	—
Sept 19	Mallory Park, Kirkby Mallory, Leics	Race Meeting	R	BRSCC (MC)	14.00	Aston Martins, F750, Production Sports, FF1600, Special Saloons, Mini 1000, Renault 5, 1275 Mini GT
Sept 19	Snetterton, nr Thetford, Norfolk	Race Meeting	R	BARC	14.00	—
Sept 19	Brands Hatch, nr Dartford, Kent	Race Meeting	R	Maidstone & MKMC	14.00	MCD FF1600, Kent Messenger 1000 Saloons, Clubmans, ShellSport Escorts, MCD Single Seaters
Sept 19	Ingliston, nr Edinburgh	Race Meeting	R	SMRC	14.00	Special Saloons, Production Saloons, Modsports, Sports & Special GT's, FF1600, F Libre, Clubmans
Sept 19	Lydden Hill, Lydden Village, nr Canterbury, Kent	Race Meeting	C	Rochester MC	—	—
Sept 19	Bury St Edmonds, Suffolk	Rally	R	West Essex CC	—	Opposite Lock Suffolk Stages Rally — LCAMC/AEMC
Sept 19	Howard Park Hotel, Kilmarnock	Rally	CP	Kilmarnock & LCC	17.30	Autocare Trophy Rally
Sept 19	High Street, Northallerton	Rally	C	Northallerton AC	10.00	Northallerton Autumn Stages Rally
Sept 19	Weavers Down	Rally	R	Guildford MC	—	Triform Rally
Sept 19	Jenkins Farm, Navestock, Essex	Autocross	R	Cheshunt MC	—	—
Sept 19	Scotsgap	Autocross	R	Cramlington MC	—	—
Sept 19	Salterforth	Autocross	CP	Clitheroe & DMC	—	—
Sept 19	Curborough, nr Lichfield	Sprint	R	N Midland MC	13.30	—
Sept 19	Bassingbourne, nr Royston	Sprint	R	Vauxhall Motors RCMS	—	—
Sept 19	Isle of Grain	Autotest	CP	Sevenoaks & DMC	—	Johnny Reeves Memorial Autotests — ASEMC Championship
Sept 19	Nurdin & Peacock Ltd, Car Park, Woodside Road, Eastleigh	Autotest	CP	Southampton MC	10.30	—
Sept 19	Southend Farm, Southend, Henley-on-Thames	Autotest	CP	Tylers Green MC	11.00	—
Sept 19	Pontypool Park, S Wales	Hillclimb	R	BARC	—	—
Sept 19	Goodwood, nr Chichester	Sprint	R	Ferrari OC	—	—

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing Ltd., Regent House, 54/62 Regent Street, London W1A 2YJ

How much of a luxury sports car can you buy for around £2000?



This much of a Ferrari.



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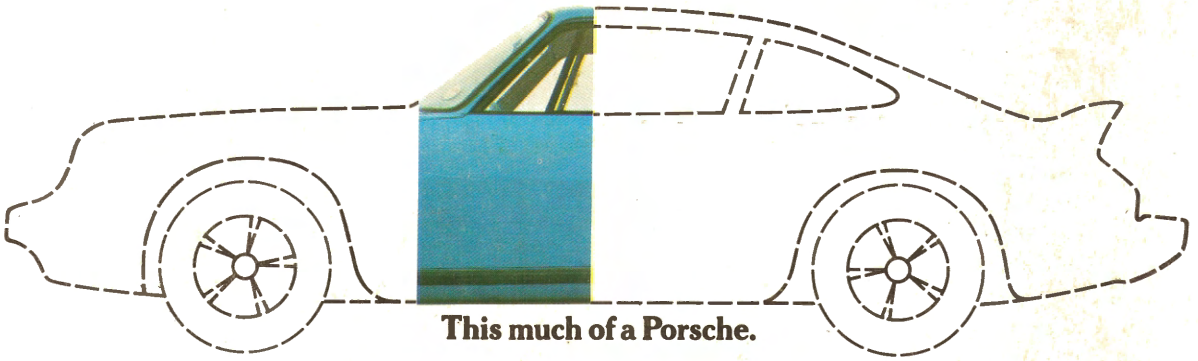

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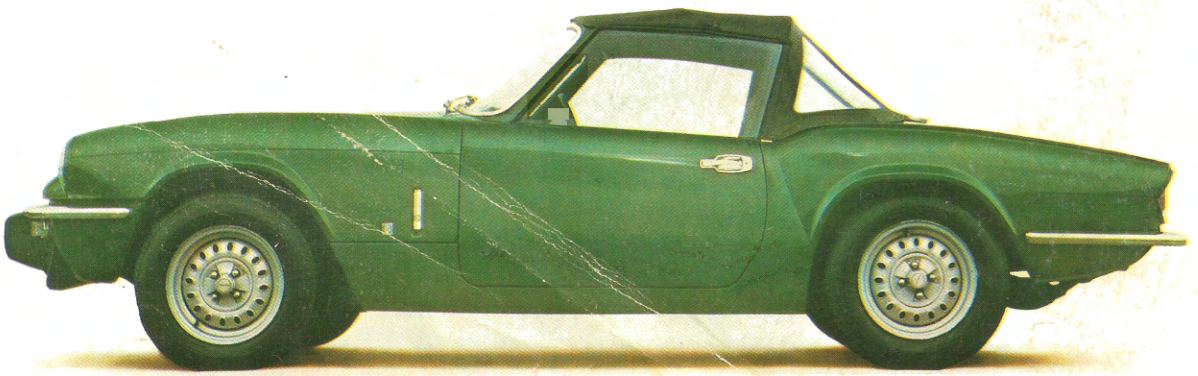

This much of a Triumph Spitfire.

Don't sell the stately home. Don't hock the family heirlooms.

For the price of a few cases of rather special wine, you can buy a Triumph Spitfire.

A real sports car that gives you all the joy of sun, wind and growling cylinders if you want them, and all the luxury of deep reclining seats, thick carpets, and immaculate finish, if you don't.

0-60 in 11.3* seconds, rich walnut fascia, outstanding road holding, and inertia reel belts.

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Triumph

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Triumph Spitfire £2184.39p price includes seat belts, car tax and V.A.T. Delivery and number plates extra.
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